

THE ILLUSTRATED LONDON NEWS

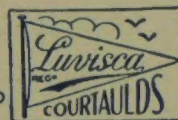


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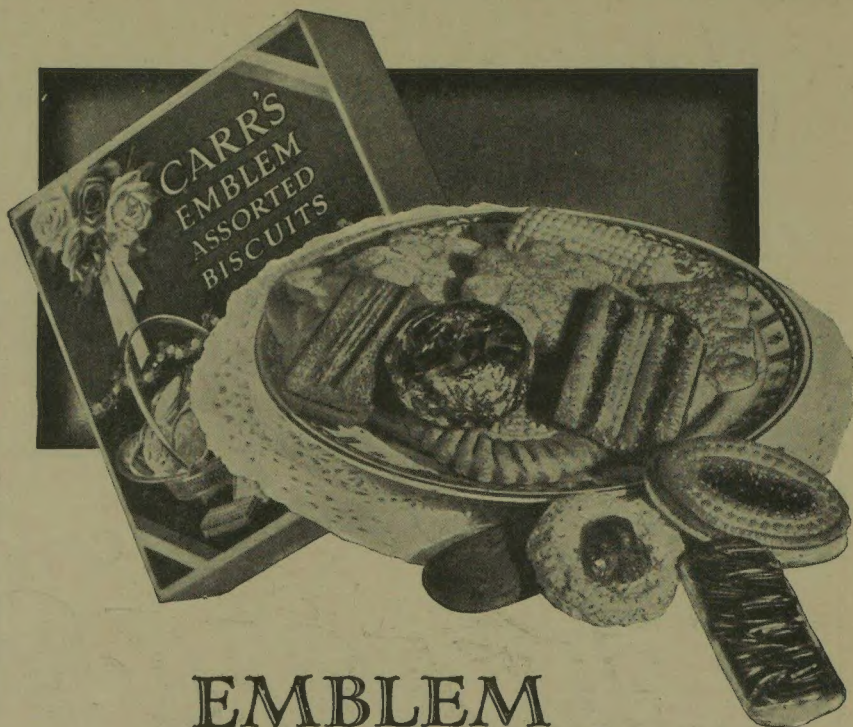
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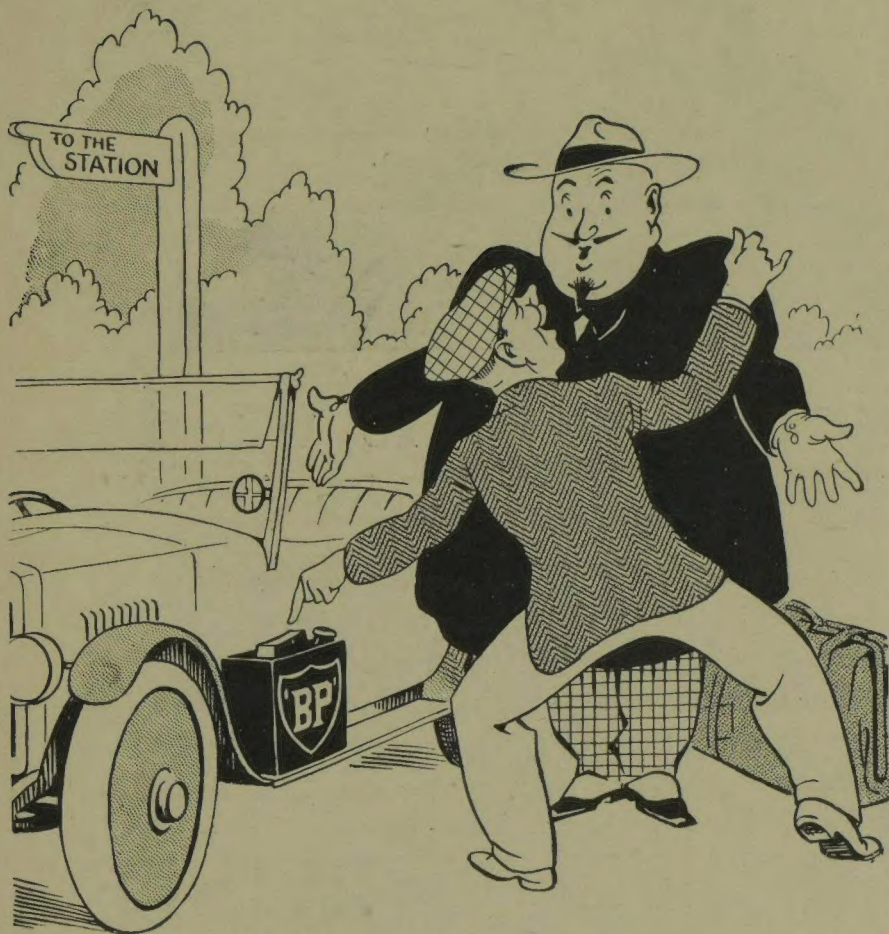


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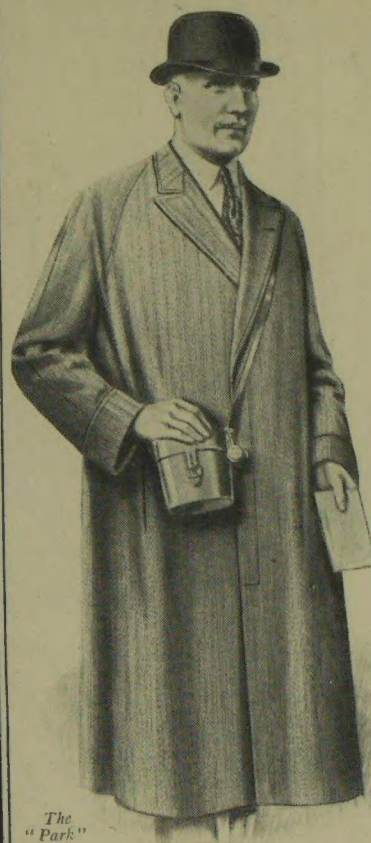
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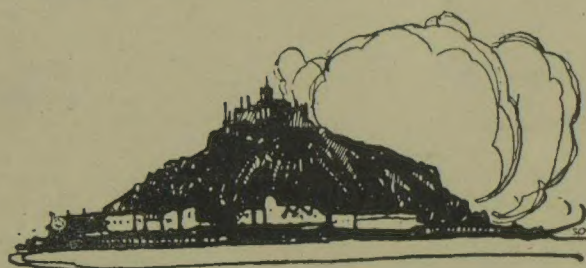
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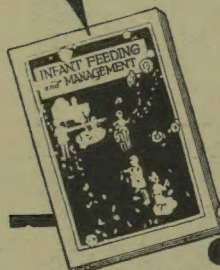
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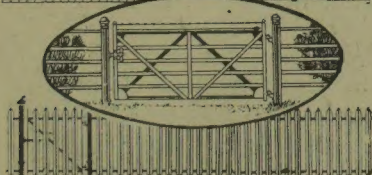
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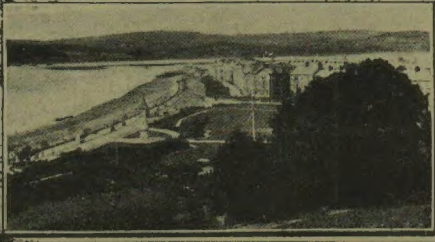
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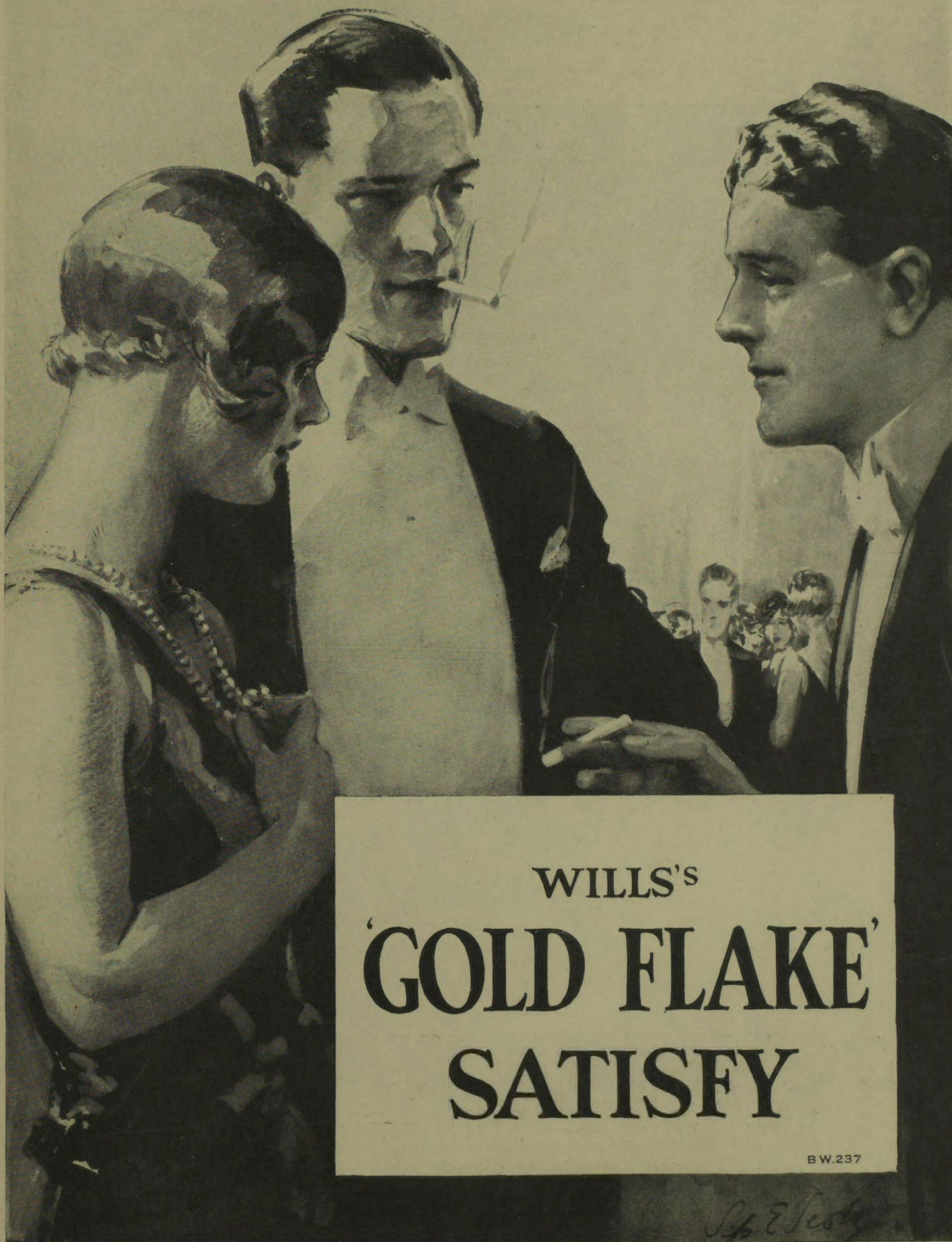
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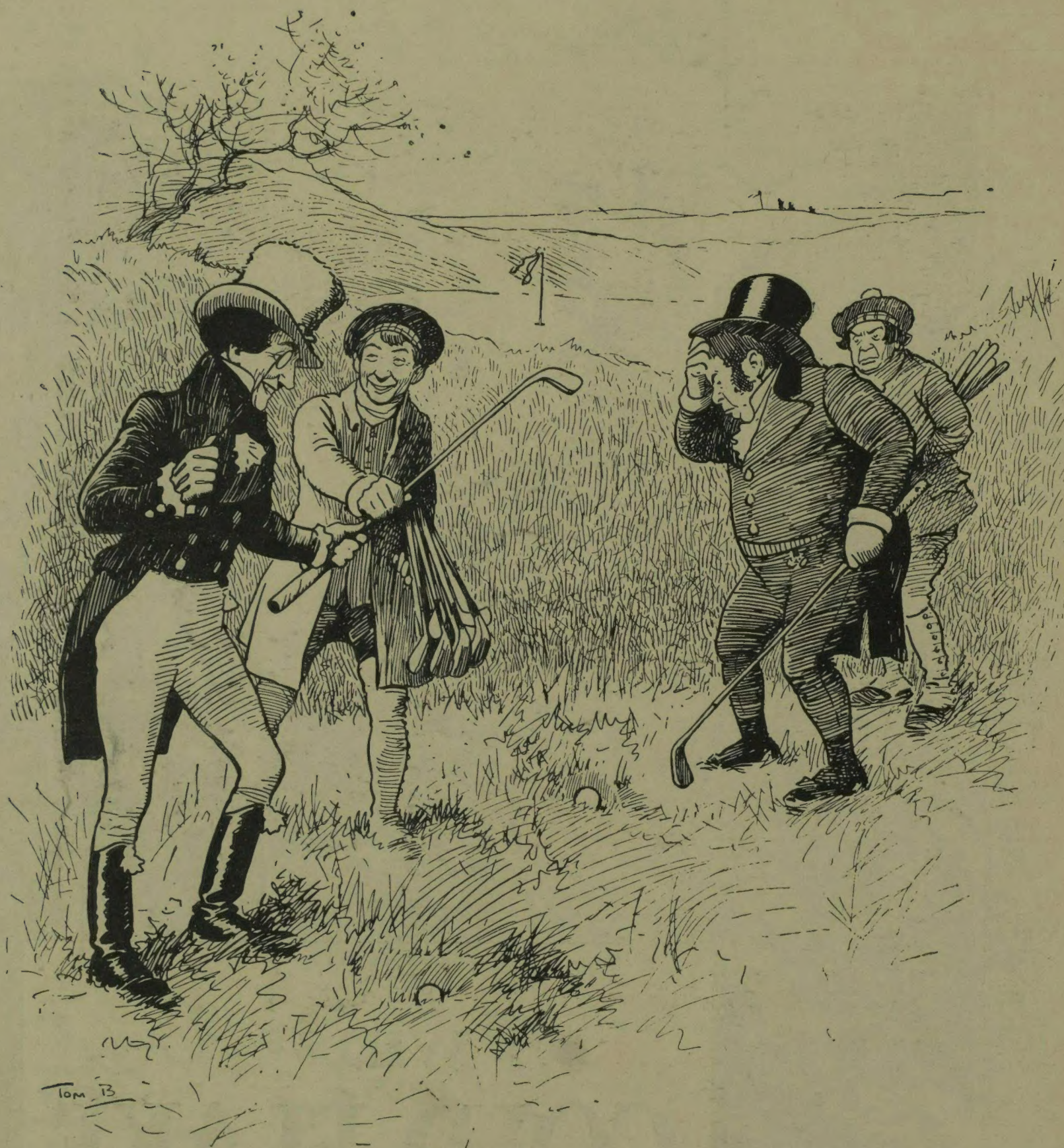
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, FEBRUARY 22, 1930.

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THE "ANTI-GOD" MOVEMENT* IN RUSSIA, WHICH HAS EVOKED PROTESTS THROUGHOUT CHRISTENDOM:
"POPULAR BLASPHEMIES" IN A PUBLIC PROCESSION IN MOSCOW.

Universal protests have been raised of late, in Christian countries, irrespective of political considerations, against the present persecution and mockery of religion in Russia. Under other illustrations of the subject, given later in this number, we quote the words of the Archbishop of Canterbury, who spoke of "popular blasphemies and obscenities of ridicule." In the House of Commons a few days ago, replying to a question whether he would bring the

matter before the League of Nations, the Foreign Secretary (Mr. Arthur Henderson) said: "The reports current as to the religious situation in Russia have caused widespread and deep concern and are receiving the serious consideration of his Majesty's Government. . . . The Government will, when possible or compatible with the interests of those affected, use all its influence in support of the cause of religious liberty and the freedom of religious practice."

"SACRILEGIOUS OUTRAGES" IN DENOUNCED BY



A RUSSIAN SACRED BUILDING USED AS A MUSEUM OF ANTIQUITIES:
A FAMOUS CHURCH AT KIEFF, IN THE UKRAINE.



TYPICAL OF THE TREASURES OF RUSSIAN ECCLESIASTICAL ARCHITECTURE NOW MENACED
BY THE ATTACK ON RELIGION: THE DONSKOY MONASTERY IN MOSCOW.



A BONFIRE OF SACRED IKONS FROM WORKERS' DORMITORIES IN BOGORODSK AND GLUCHOVA:
AN ACT OF DESTRUCTION BY A MOB OF 15,000, INCLUDING MANY CHILDREN.



ICONCLASM IN A TOWN WHOSE NAME MEANS "BIRTH OF GOD":
A MAN PRIZING-OUT AN IKON IN A CHURCH AT BOGORODSK TURNED
INTO A "WORKERS' CLUB" (THE WORDS SEEN IN THE PLACARD).



THE ORGANISATION OF ATHEISM IN SOVIET RUSSIA: PART OF A CROWD OF 15,000 PEOPLE
FROM GLUCHOVA AND BOGORODSK DECLARING AGAINST RELIGION AFTER BURNING IKONS.

RUSSIA: ORGANISED ATHEISM UNITED CHRISTENDOM.



ONE OF THE "OUTBURSTS OF ORGANISED RIDICULE AND BLASPHEMY" LATELY DENOUNCED
BY THE ARCHBISHOP OF CANTERBURY: MOSCOW UNIVERSITY STUDENTS MASQUERADING
AS PRIESTS IN A PROCESSION.



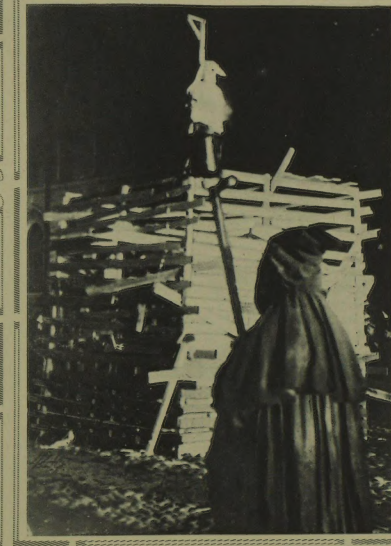
A RUSSIAN SACRED BUILDING CONDEMNED TO DESTRUCTION TO FACILITATE STREET TRAFFIC:
A CHURCH AT LENINGRAD IN COURSE OF DEMOLITION.



WANTON DESTRUCTION OF PRICELESS ANTIQUES KEPT FOR CENTURIES AS FAMILY TREASURES:
YOUNG ATHEISTS PILING IKONS INTO A LORRY FOR CONVEYANCE TO A BONFIRE.



"RELIGION IS THE OPIUM OF THE PEOPLE": THE NOTORIOUS
ATHEISTIC DICTUM DISPLAYED (ON THE LOWER PLACARD) AT THE
GATE OF THE LUTHERAN CHURCH IN MOSCOW.



THE BURNING OF BIBLES AND RELIGIOUS SYMBOLS IN LENINGRAD:
A STRUCTURE APPARENTLY COMBINING A PYRE AND MODEL GALLOWS,
WITH A FIGURE ATTIRRED LIKE AN INQUISITOR.

Christendom has spoken with one voice, against the present reign of persecution in Russia, involving, as it does, an attack on the foundations of religious liberty. In our last issue we referred to a recent pronouncement by the Pope, who protested against the "horrible and sacrilegious outrages" perpetrated in Russia, and announced his intention of celebrating in St. Peter's on St. Joseph's Day (March 19) a Mass of "expiation, propitiation, and reparation." His Holiness expressed his conviction that in this supplication he would be joined by the whole Christian world. It has since been reported that the Russian Atheist Society, as a reply to the Papal condemnation, had decided to organise a great anti-religious campaign, to begin on the same day (March 19), in order to keep the Russian people away from the customary Church observances at Easter. The report stated that 200,000 militant members of this society, taking as their slogans "No gods in Moscow" and "No gods on the farms," would hold parades and processions, produce anti-religious plays, plaster the capital with posters, and agitate

for the more rapid destruction of churches. On our front page in this number, and in one of the above photographs, we illustrate typical examples of so-called "anti-God" demonstrations, as denounced recently by the Archbishops of Canterbury and York in Convocation, as well as by the heads of other religious bodies both in Europe and America. In addressing the Convocation of Canterbury, the Primate said: "I feel bound to refer to a matter which lies heavy on our conscience and stirs our strongest feelings. It is the cruel and persistent persecution of all forms of religion . . . waged by the Soviet Government in Russia. . . . No one can question the truth of the long and shocking tale of the imprisonment, the exile, the deliberate doing to death of prelates and parish priests, of monks and nuns, and of the humblest folk. It is a record almost unparalleled in the pitiful history of religious persecutions. . . . and the persecution has been accompanied by popular blasphemies and obscenities of ridicule encouraged and even ordered by the Government. . . . Churches are sacrilegiously despoiled or destroyed."



By G. K. CHESTERTON.

IN the protest against the Atheist violence of Moscow, which has found expression in the voice from the Vatican, there are some interesting intellectual points apart from what are commonly called religious concerns. In much of the matter, the Pope not only said what any other Pope would have said, but what any other Christian would say. But there were particular phrases which were at once philosophical and individual. On more than one occasion the present Pontiff has said things singularly characteristic, which are of interest to the world as well as the Church. Thus, in one protest against immodesty in dress, he dwelt not solely upon Christian chastity, but rather specially upon human dignity. "This is an age," he said in brief, "in which we must defend human dignity." Let any man of sufficient culture to know that every age has its besetting sin sit down and consider the contradictions of our age, and he will find that formula covers a great deal. Let him consider what there really is in common between a dance-room full of *gigolos* and giggling vamps, dancing to the latest American jerks, and, on the other hand, let us say, a dreary, sullen, sodden German-Jewish war-book full of filth and despair. Let him consider what is the general spirit that is common to elaborately organised newspaper stunts, blazoning the prospect of Hollywood's Brightest Star descending by parachute on Brighton Parade, and yet also to dim, shady, tottering young men who let women pay for their pleasures. Let him consider what is violated both by endless farces in bed-rooms and endless melodramas full of Chinese torture; let him realise what it is in himself that still faintly revolts both against a Utopia of broad grins and ugly advertisements and also against a bullying biologist who perpetually insists that man is a miserable monkey and that his only end is mud. Let him think of all these apparently very different things and then of what things they challenge or insult; and I fancy he will find himself repeating with a fresh understanding, "This is an age in which we must defend human dignity."

In the same way, there were in the protest against the Atheist fanatics of Russia two phrases which were so intellectually apt and right that very probably they were not understood, or not even noticed. They were to the effect that the fanaticism which insists on teaching young children the non-existence of God is "a war against intelligence and against human nature." Those are very wisely chosen terms and well worth anybody's intensive reflection. Before we come to the intelligence, let us take the instincts. If a man says that he likes biting off the noses of babies, we do not wait for his full apologetic explanation—as that he only does it to dead babies, or that he always has the noses sewn on again by a modern surgery that makes them actually superior, or that he thinks the nose a useless survival which evolution no longer needs, and that the Superman will be beautiful but noseless. We simply think that the man's taste is inhuman; and that in an exact sense, which means much more or less than cruel. We feel it is not a part of human nature; not a part of our own human nature; not even a part of our lower nature. The short and working way of putting it is that he is a madman; that is, that he is not completely a man.

In the same sense, when sane men are confronted with a harmless infant goggling at this world for the first time, it is not their nature, in any case, to ram down his throat a rigid and noisy denial of the most beautiful or wonderful conceptions of his purpose or origin. It is not a question of their opinions, but of their instincts. No man ever

did it without doing some sort of violence to something inside himself. The question of the duty of those who do themselves believe in divine dogmas is quite another matter and comes afterwards. But it is not natural to the normal agnostic, it is not natural to the normal pagan, it is not natural to the normal blind and ignorant child of this mysterious world, to jump up suddenly and shout at a child that there is no God. There are a hundred instincts of our own unexplored psychology crying out against it; a vague wonder whether the child may not know better than we do; a new and disturbing doubt about whether we ourselves know exactly what we mean;

nature. They are waging it even against their own human nature.

An age which professes to specialise in psychology ought to understand this idea, in spite of its being simply and plainly expressed. Any modern student of mood and suggestion ought to understand that such a system of education is like a school in which all the children should be stunned with clubs at the start of the lesson, and laid out cold for the day. But indeed there is more and more incompatibility and conflict between the two modern tendencies—the tendency to rigid and co-ordinated instruction and the tendency to subtle and sympathetic education. Thus, while all over Western Europe are dotted psychological educators luring on little minds with flowers and feathers and coloured ribbons, the barbarians in Eastern Europe, filled with a passion for discipline, are conducting infant instruction with loud bangs, discharges of artillery, and deafening assertions that there is no God.

The point about the attack on "intelligence" is every bit as true as the point about the attack on "human nature." But it will not be so quickly perceived as that about human nature, because our age is more humanist than intelligent. The truth is that the first questions asked by the sceptic sometimes have an air of intelligence; but if the sceptic has no answer, or only a negative answer, the silence that follows soon becomes the very negation of intelligence. A man like Voltaire happened to begin asking questions at a moment when men had forgotten how to answer them. He had immediately behind him nothing but the blind bigotry and brutality of the wars of religion; and he seemed against that darkness a figure of light, because he could at least ask a question intelligently. But he and his school seem to have been quite unaware not only that their questions were as old as the hills, but that the answers were quite as old as the questions. Saints and sages in far-off and even forgotten civilisations had considered these negative problems, and even incorporated them into positive systems. I know of no question that Voltaire asked which St. Thomas Aquinas did not ask before him. Only St. Thomas not only asked, but answered the question. When the question merely hung unanswered in the air, in a restless, worldly, and uncontented age, there came to be a vague association between wit and that sort of sneering inquiry.

In short, there came to be an entirely false association between intelligence and scepticism. But, if we look at the essential nature of things, the reality is quite different. Mere questions unanswered, or even unanswerable, end in a vacuum, in which the intellect cannot act at all. The intellect exercises itself in discovering principles of design or pattern or proportion of some sort, and can find nothing to work on in the only really logical atheist cosmos—the fortuitous concourse of atoms of Lucretius. This was concealed for a time, in the Victorian Age, by the mere newspaper excitement of establishing a thing like the Darwinian Theory—or, rather, failing to establish it. But suppose all such things established, and man an animal, an automaton, without vision, without free will, without any reason to believe even in the authority of reason, and there would really be nothing to think about and no particular motive for thinking: certainly no assurance of the value of any thought. This truth is not peculiar either to the individual or the communion from which it so opportunely comes. Even heathen philosophers saw it long ago and saluted a single God like the sun; but in our day even daylight has taken on it something of mystery, through being behind a cloud.



THE REPORTED DISCOVERY OF A REMBRANDT: A PORTRAIT OF A WOMAN IN A WHITE DRESS (RECENTLY SOLD FROM LORD CHESHAM'S COLLECTION) FOUND, AFTER CLEANING, TO BEAR THAT MASTER'S SIGNATURE.

At the recent sale of Lord Chesham's pictures, the one illustrated above was bought by Mr. Wilson, of the Savile Gallery, at a price appropriate to a work of an inferior school. It was then described as "a rather forbidding portrait of a woman, very much repainted, and bearing a forged signature of Rembrandt." When the painting was treated by a restorer, it is said, the removal of two layers of background revealed the original picture with the authentic signature, "Rembrandt fecit, 1641," while the face, which had been spoilt by bad repainting, appeared as that of a comely young woman. She is dressed in white, with a gold brocade scarf over her sleeve, and is holding a golden chalice in her hand. Another picture bought at the same sale, it may be recalled, has been pronounced a Giorgione, as noted, with an illustration, in our last issue.

By Courtesy of the Savile Gallery, Ltd.

a sense that the great spiritual quarrel must be settled somewhere else, and not here, in a one-sided argument with a bewildered baby. And the fact that the atheists of Russia have gone beyond the ordinary agnostics of Europe, and shown a black impatience to hammer their negation like a nail into the baby's head, is itself a proof that they are in a strained and unnatural and unhuman condition of mind; that they are in very truth waging a war not only against God, but against human

THE AFFAIRE KOUTEPOF: A SEVERANCE OF FRANCO-SOVIET RELATIONS?



THE ALLEGED KIDNAPPING OF GENERAL KOUTEPOF (AS DESCRIBED BY A WITNESS): CONFEDERATES DISGUISED AS A POLICEMAN AND A TAXI-DRIVER (IN BACKGROUND, BY FRANÇOIS COPPÉE'S HOUSE).



"IN A BAR FREQUENTED BY CHAUFFEURS, NEAR THE RUE ROUSSELET (WHERE GENERAL KOUTEPOF LIVED) DETECTIVES MINGLE SECRETLY WITH RUSSIANS—'WHITE' OR 'RED': THE SAUCERS ACCUMULATE BESIDE AN 'OBSERVER' ON THE WATCH."



GENERAL MILLER: THE SUCCESSOR OF GENERAL KOUTEPOF AS HEAD OF THE UNION OF EX-SERVICE MEN OF THE FORMER RUSSIAN ARMY IN PARIS.



THE MOST PATHETIC FIGURES IN AN AFFAIR LIKENED TO A STORY BY GABORIAU: GENERAL KOUTEPOF'S WIFE AND SON—SHOWING ICONS (LEFT) AND PORTRAITS OF THE LATE TSAR AND TSAREVITCH (RIGHT).

The mysterious disappearance of General Koutepof, leader of the "White" Russian colony in Paris, who (as noted in our issue of February 8 under a portrait of him) left his house on January 26 and was not seen again, has since been assiduously investigated by the French police, and his partisans raised a fund of £4000 to assist the search. Despite denials, the belief that he was spirited away by Soviet emissaries continues to prevail. From a bewildering mass of evidence, certain facts were regarded as established, including the testimony of a policeman that he had seen a man resembling the General being carried off in a motor-car. A grey limousine with a red taxicab in attendance were mentioned by several witnesses at various places. The Public Prosecutor of the Seine ordered a judicial enquiry

into a charge against X (the French equivalent for "some person or persons unknown") of violence and sequestration in connection with the missing General. Detectives were also sent to Berlin. An appeal for justice, signed by over 11,000 "White" Russians resident in France, was addressed to the French Premier, M. Tardieu. It was stated that two interpellations on the affair would be discussed in the Chamber of Deputies on February 18, and that, if definite proof of the Soviet Government's complicity were found, France would have to sever diplomatic relations. At the moment of writing, the latest report is that the General was taken by car to the Normandy coast, and conveyed by motor-boat to a Soviet ship; also that the police know the names of OGPU agents who kidnapped him.



"DERSO" DRAWS AND DISCUSSES "HOMO CONFERENTIARUM"!

THE FAMOUS CARICATURIST "EXPLAINS" NAVAL CONFERENCE DELEGATES BY PICTURE AND BY WORD.



As he himself says, "Derso" is "the traveller-cartoonist of the International Conferences." At present, he is in London, interesting himself at the Naval Conference; and we are glad to have the opportunity of reproducing his sketches here, with the letter he sent to us with his caricatures.

February, 1930.

To the Editor of "The Illustrated London News."

DEAR SIR,—Excuse my awful English please. You will find—I will hope so—my drawings much more amusing. In black and white I can explain myself much easier. Perhaps it would be better not to write at all, but I wish to tell you how I make my drawings.

I am the traveller-cartoonist of the International Conferences. Whenever the "Statesman" has decided to start on his travels across Europe to take part in one of the International Conferences, I have immediately left my studio to follow him. So, in the last ten years, I have taken my part in all the important meetings: Versailles, Trianon, Cannes, Paris, Genoa, Lausanne, Locarno, Geneva, etc., amongst my fellow-comrades, the diplomatic correspondents. Old fellow

A politician told me one day: "You are a happy man; you are present at all these conferences, and without any responsibility." "Everybody has his part of responsibility in this world, Sir," I answered; "so, I have my own. For instance, I am

the whole method and I dressed my politicians as sailors. Don't they look better so? They should feel happy when they see what pretty sailors they are. Apropos, do you think that the politician will be fashed to see his caricature in the papers? Not at all. He is enchanted. He knows very well that the political cartoon is a consecration of his success. The politicians and the cartoonist have a community of interests and therefore the greatest consideration for each other. Only, we don't show it to each other. We both are very shy people.

At the end, let me tell you my greatest discovery in the realm of International Conferences: all these people I have met in ten years around the tables, in the corridors and antechambers, the politicians, newspaper men, agents of propaganda, various kinds of high-brows and all sorts of



TWO GREAT AMBASSADORS OF THE U.S., AND TWO GREAT LOVERS OF THE PIPE: GENERAL DAWES AND MR. HUGH GIBSON.

Sauerwein was the only one who interviewed as many statesmen as I have sketched. Yes, because the statesmen change very often and we are still going strong.

I am indeed very glad that European peoples change so often their governments, otherwise my business were somewhat monotonous. Nevertheless, I am happy to meet here amongst the newcoming statesmen the veteran of the conferences: Monsieur Briand. You understand my weakness: we have so many common souvenirs!



THE JAPANESE: M. WAKATSUKI, HEAD OF THE DELEGATION; AND ADMIRAL TAKARABE (ON LEFT), NAVAL MINISTER.



REPRESENTATIVE FOR (FASCIST) ITALY: M. DINO GRANDI.

waiting for you in the corridor three hours because I was not sure if your nose has a curve on the right or on the left, Sir, and here I am, to check my drawings. And if all politicians would take their work as earnestly in proportion to my study of your nose, they wouldn't be changed at every



THE FIRST LORD OF THE ADMIRALTY, MR. ALEXANDER, HAVING AN IMPASSIONED DISCUSSION WITH M. LEYGUES ON THE PROBLEM OF SUBMARINES.

conference. Otherwise you are right, I am very glad." So, I came from the Hague to the London Naval Conference. I expected that this Conference would be much more picturesque than the precedent. I expected to see the cocked hats and the gold-braided splendour of the admirals, rear-admirals and captains of five nations. I thought they would be much more picturesque figures than the statisticians of the Hague Conference. Nothing like what I expected!

All the admirals and rear-admirals and captains were coming in morning coats and silk hats, and so you couldn't make a difference between an admiral and a statistician, while you see immediately the difference between an eight-inch gun and a calculating machine. I am very disappointed. Really, there is nothing picturesque about a political conference, and I don't understand why disarmament begins just by disarming the admirals. I have changed



STANDING NEAR TO EACH OTHER: MR. STIMSON AND MR. MACDONALD.

delegates—all these, who are fighting each other with tooth and nail, always doing their best to annoy the other fellow, all these people of the conferences in fact love each other dearly. None of them could live his life without the others. Take any one of them out of the atmosphere of conferences and he will dry up and die. In fact, they constitute a most curious human species: "homo conferentiarius."

Yours very sincerely,

DERSO.



AN "OLD SALT" WHO HAS WEATHERED MANY A STORM—M. BRIAND; AND A NEWCOMER WHO, AT LEAST, HAS MADE SIX CHANNEL CROSSINGS—M. TARDIEU.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



A LAKE WITH AN AREA OF FIVE SQUARE KILOMETRES FORMED IN TWENTY-FOUR HOURS: SULPHUR-CHARGED WATERS IN THE BED RESULTING FROM A SUBSIDENCE OF GROUND IN LATIUM.

Sending us this photograph, a correspondent tells us that the lake of which it shows a part was formed in twenty-four hours recently. An area of five square kilometres of ground subsided, and

the bed created was soon filled with sulphur-charged water. The scene is Leprignano, in the Latium (Lazio) division of Italy; and it is well to note that Latium contains various crater lakes



WORK ON THE "GALLEYS OF CALIGULA" PROCEEDING AT LAKE NEMI: THE FULLY EXPOSED CRAFT AS IT IS TO BE SEEN ON THE "SHORE" CREATED BY THE PARTIAL DRAINING OF THE LAKE, BEFORE REMOVAL TO FIRMER GROUND. As noted in our issue of February 8, in which we gave photographs showing relics of the so-called "galleys of Caligula" recovered from Lake Nemi, and preparations made for the removal of the craft that has been fully exposed, work proceeds apace. This photograph marks yet another stage in a labour that is interesting the world.



CARRYING THE HEAVIEST ARMAMENT OF ANY CRUISER DESIGNED UNDER THE WASHINGTON TREATY CONDITIONS: THE U.S.S. "PENSACOLA"—PHOTOGRAPHED AFTER BEING COMMISSIONED RECENTLY AT THE NEW YORK NAVAL YARD. The "Pensacola" and her sister, the "Salt Lake City," have a standard displacement of 10,000 tons. Their extreme length is 585 feet. Their armament consists of ten 8-in. guns and four 5-in.; and "Fighting Ships" points out that they carry the heaviest armament of any cruisers designed under the Washington Treaty conditions.

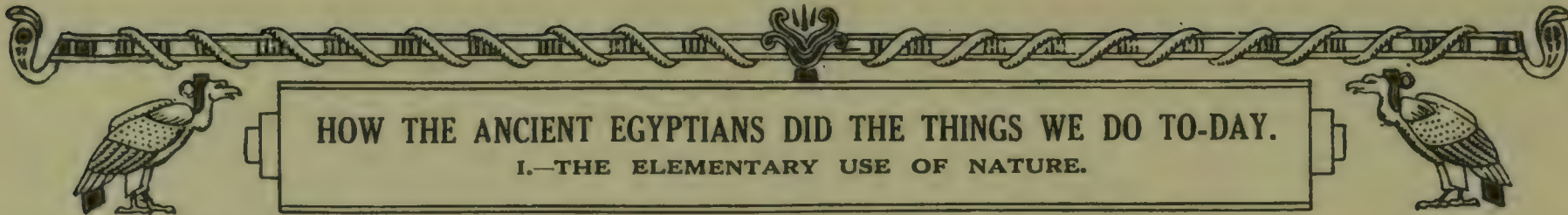


THE ATTEMPT TO ASSASSINATE DON ORTIZ RUBIO, THE NEW PRESIDENT OF MEXICO: THE PRESIDENT'S NIECE, HER HEAD BANDAGED, ABOUT TO JOIN THE PRESIDENT AND HIS WIFE IN A MOTOR-CAR AFTER ALL HAD HAD THEIR WOUNDS DRESSED.



THE ATTEMPT TO ASSASSINATE THE NEW PRESIDENT OF MEXICO ON THE DAY OF HIS INAUGURATION: THE BACK OF THE CAR IN WHICH HIS EXCELLENCY WAS DRIVING WHEN THE REVOLVER SHOTS WERE FIRED; SHOWING HOLES MADE BY BULLETS.

As chronicled in our last issue, an attempt was made to murder Don Ortiz Rubio as he was driving from the National Palace to his home on February 5, accompanied by his wife and a niece, Señora Maria Roch. The President was wounded in the jaw and right temple; Señora Rubio was cut by splintered glass; Señora Roch was hit in ear and jaw; and the chauffeur also suffered hurt. The assailant fired six revolver shots, most of them through the back of the car, which had just turned out of the State entrance to the Palace. The limousine was at once rushed to the nearest Red Cross station. A slight operation on the President was necessary; but, fortunately, none of the wounds was very serious. The assailant was arrested on the spot; indeed, he did not seek to escape. It was stated that he seemed to have been brooding over the defeat of his party, the Vasconcelist, at the last election; to have concluded that this election was not conducted properly; and to have determined, therefore, to kill the President, in order that there might be a fresh election.



HOW THE ANCIENT EGYPTIANS DID THE THINGS WE DO TO-DAY.

I.—THE ELEMENTARY USE OF NATURE.

By S. R. K. GLANVILLE, M.A., of the Department of Egyptian and Assyrian Antiquities, British Museum.

The customary Christmas lectures organised by the Royal Institution were delivered last season by Mr. S. R. K. Glanville, of the British Museum, whose subject was: "How Things were Done in Ancient

The value of the inundation to Egypt is, then, not only that it brings essential water, but that it supplies new soil which takes the place of adequate manure. The Ancients' method of exploiting the

flood—a method which continued in use till the modern introduction of the barrage—was to drain the water by canals into large basins, where it was retained for about six weeks to give the silt time to settle, and then allowed to flow back into the river and so into the sea. The chief danger of this system was that an unusually high Nile might overflow or burst the dykes which separated the basins, thus destroying the roads that ran along them and sweeping away villages. To this day, in certain parts of

most advantageously for the crops; the probable penetration of the inundation—for a "low" Nile would not reach the higher cultivated ground on the edge of the desert—and the consequent rate of taxation which the (essentially agricultural) country would yield. In order to obtain these records, the Egyptians built stone wells, with steps to make them accessible, either in the bank of the river (as at Elephantine) or in a temple enclosure (as at Edfu), which were connected with the Nile, so that, as the latter rose, the water in the wells rose correspondingly. A scale in cubits was then marked on the wall, with its zero at the bottom, probably indicating the level of the river at its lowest point. By noting from year to year the height on the scale reached by the water at fixed times during the flood—from June to September—it was possible to determine an average for any given date, to compare one year's rise with the last, and so to prepare in advance for the emergencies of the season.

When the Nile had receded, its water was still available for cultivation within a limited area—to those, for instance, who had private wells or lakes fairly close to the river, but especially on the river-banks themselves. To obtain the water, however, it was necessary to raise it from a considerable depth below the surface for which it was required, and this entailed the use of various devices, the



INTERESTING REMAINS OF THE OLD EGYPTIAN METHOD OF BASIN-IRRIGATION: A VIEW AT SAQQARA IN JANUARY, SHOWING AN ANCIENT BASIN.

The basin is partly covered by growing crops and partly under water (thanks to the modern system of irrigation). On the left is the ancient dyke-cum-road, still used for this double purpose to-day. Note the winding character of the dyke, due to continual patching of ancient breaches.

Egypt." Mr. Glanville has now condensed his very interesting discourses as a series of articles, which we have arranged to give, week by week, with illustrations in a style similar to those of Sir William Bragg in previous years. Mr. Glanville's six articles deal respectively with *The Elementary Use of Nature*; *Making a Home*; *Building in Stone*; *Boats and Furniture*; *The Workshops*; and *Hieroglyphs*. His complete lectures are to be published later, in book form, by Messrs. George Bell and Sons.

"EGYPT is the Nile, and the Nile is Egypt" is the favourite tag of every schoolboy from Alexandria to Qeneh. Turkish pasha or poorest fellah, their fathers all have one interest in common: the prospect of the river's flood. And if Mahomet Ali's wholesale introduction of cotton-growing a century or so ago has raised the value of land—and consequently of its water-supply—his irrigation schemes, on the other hand, by making the supply more constant from year to year, have more than counteracted the increased apprehension for the annual flood that was to be expected. In other words, the Nile's rise and fall, varying from year to year, was a vital factor in the lives of the Egyptians from the earliest days. By the modern system of irrigation, the surplus water of the flood is retained by dams, and gradually allowed to flow on as wanted. A "low" Nile can thus be discounted, to some extent, by an economic use of the water behind the dams throughout the season. With the ancient system of basin-irrigation, the agriculturist had to make the most of the few short weeks of the inundation—and, after that, the drought!

But the opening words of this article contain a reference to a period before man's earliest occupation of the Nile Valley—to the days when, having cut its way through sandstone and limestone to the Mediterranean, the river began to lay, millennium by millennium, a deposit of fine silt on its bed. This deposit is the habitable land of Egypt. Its origin is the fine clay brought down from the Abyssinian highlands by the Blue Nile and the Atbara, more especially the former after the heavy winter and spring rains. So swollen is this flood, with a volume four or five times that of the main stream supplied by the overflow of the Equatorial lakes, that when it joins the White Nile at Khartoum, it pens up the slower river for the three or four months of its own spate. As the Blue Nile diminishes, the penned-up water of the parent river is gradually released, and in its turn supplies Egypt, not with a fertilising inundation, it is true, but at least with a continuous stream till the next flood-season, without which that almost rainless land would be virtually uninhabitable. The less spectacular White Nile is apt to be overlooked beside the almost miraculous working of the Blue Nile's flood: they are, in fact, complementary, and useless one without the other.

Upper Egypt, basin-irrigation is still used, and gangs of workmen have to be stationed on the dykes, when the river reaches its highest level, to look out for and mend any break that may occur.

This danger was one of the several reasons why the ancient Egyptians took such care to note the tendency of the flood in its early days. By comparing its height one year with the records for the same date in previous years, it was possible to foresee, to some extent, the full rise of the flood, and thus to determine the necessary height of the dykes; the moment at which the sluices were to be opened



THE SURVIVAL OF ANCIENT AGRICULTURAL METHODS: MODERN EGYPTIANS WINNOWER CORN WITH A FORK SIMILAR TO THE ANTIQUE TYPE, AND BY UTILISING THE WIND TO BLOW THE CHAFF AWAY.



HOW THE ANCIENT EGYPTIANS MEASURED THE RISE OF THE NILE: A VIEW DOWN THE STEPS OF THE NILOMETER ON THE ISLAND OF ELEPHANTINE.

The walls on both sides of the stairway are marked with scales measuring the height of the river, and with a number of "high-Nile" points recorded by certain of the Roman Emperors. The river can be seen in the right background of the picture.

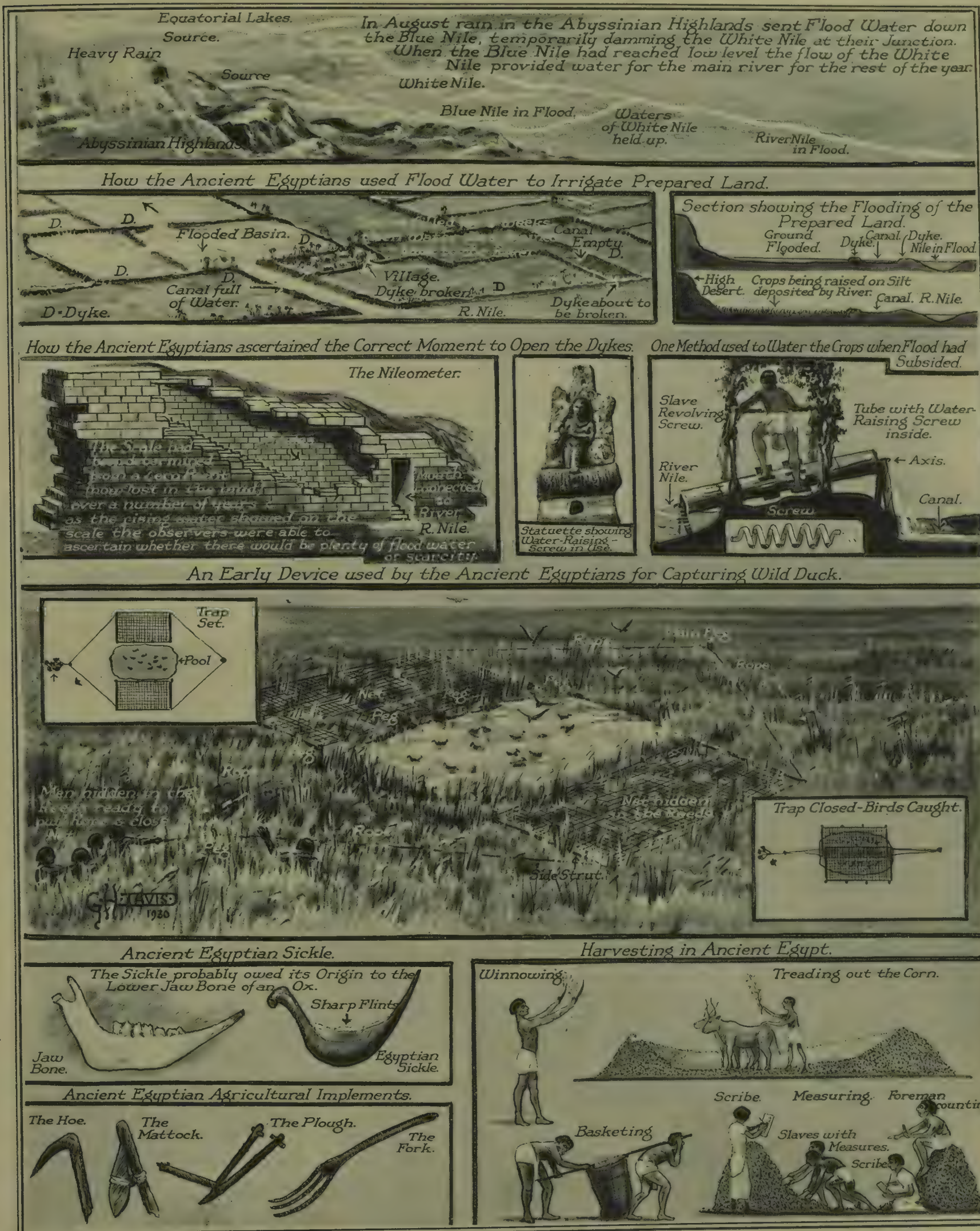
commonest of which was doubtless the *shaduf*, of which a drawing appeared in *The Illustrated London News* of Jan. 11 last. A more ingenious invention was the Archimedian screw in the third century B.C., probably due to the Greek philosopher and geometrician of that name. It consisted of a cylinder divided spirally by internal partitions so as to form a helix. This cylinder was placed at a slant with its lower end just submerged beneath the water, and its upper end overhanging the canal which was to conduct the raised water to the field where it was wanted. The same system is sometimes used in the Delta to-day, where the screw is turned by a crank handle; the ancient example was worked by a slave treading on slats fixed round the centre of the screw.

Meanwhile, from the moment that the new soil had appeared out of the inundation, the farmers had been busy. The seed was sown; the rich mud was broken up while it was still soft with hoe or mattock, or, where heavier, with the plough, and covered the seed. All these three instruments are stages in the evolution of a crooked stick, the natural object which anyone would pick up to break up ground in the absence of a special implement. The hoe is simply two pieces of wood lashed together to form the crooked stick; the mattock is a slightly more elaborate and efficient form of the hoe, with a copper blade in the 18th Dynasty; with the plough, a rope has been tied to the longer handle of the hoe, and attached by a yoke to the draught-animals, while a pair of stilts is added at the juncture of handle and blade to enable the ploughman

(Continued on page 314.)

LIFE IN ANCIENT EGYPT: IRRIGATION; FOWLING; AGRICULTURE; HARVEST.

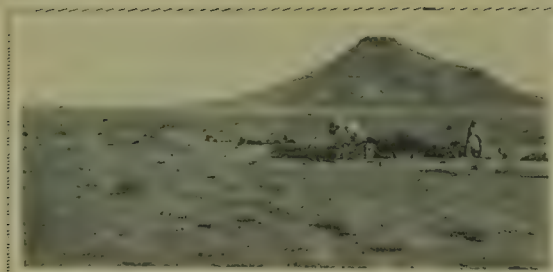
DRAWN BY G. H. DAVIS FROM MATERIAL SUPPLIED BY MR. S. R. K. GLANVILLE, IN ILLUSTRATION OF HIS ARTICLE ON THE OPPOSITE PAGE. (COPYRIGHTED.)



I.—"THE ELEMENTARY USE OF NATURE": DRAWINGS TO ILLUSTRATE MR. S. R. K. GLANVILLE'S OPENING ARTICLE.

In his article on the opposite page, Mr. S. R. K. Glanville has summarised the first of his interesting series of six lectures on "How Things Were Done in Ancient Egypt." They formed the 104th course of Christmas Lectures "adapted to a juvenile auditory," which were founded by Faraday at the Royal Institution. On this occasion, owing to the reconstruction of the lecture theatre, the lectures were delivered at the Institution of Electrical Engineers. Although primarily designed for young people, they were, as in former years, of a character to make an equally strong appeal to the older generation. We have arranged to publish Mr. Glanville's delightful discourses (of which the titles are mentioned in the

introductory note to his article) with illustrations specially drawn for us, under his direction, by Mr. G. H. Davis. In the course of his first lecture (illustrated above) Mr. Glanville said that, though irrigation methods had advanced, yet Egyptians to-day might still be seen along the banks of the Nile, at flood time, ready to repair a dam in just the same way as their ancestors did 3000 years ago. Discussing agriculture, he remarked that the modern Egyptian plough was only three stages beyond the crooked stick that served as a hoe in 2500 B.C. For winnowing, again, the Egyptian still threw his corn into the air with wooden spades for the wind to blow away the chaff.



TYPICAL DESERT COUNTRY IN THE SAHARA, BETWEEN THE OASES OF GHARDAIA AND EL GOLEA: A NOMAD ENCAMPMENT OF THE CHAMBA TRIBE.

THERE is no desert more desolate and inhospitable than the Chebka of the M'zab in the Sahara, a plateau of sun-scorched rocks and stones and naked hills which form a "network" (*Chebka* in Arabic) of obstacles through which the camel-tracks wind painfully. It was chosen for its inhospitality by the Mozabites, who take their name from the Wed M'zab which waters their oasis. They had been driven out from Arabia, Egypt, and the high plateaux of the Atlas, wherever they settled, by the orthodox Mohammedans, who had no mercy for those heretical opinions which make them the Puritans of Islam, and they sought a refuge which would tempt the covetousness of no foe.

According to their own tradition, a mere handful of Arabs, driven from Medina as members of the Ibadite sect, first settled in the Chebka and conquered the Berber tribe dwelling in the oasis of Ghardaia, converting them to their religion. Surpassing all other peoples in patience, industry, and, it may be added, in commercial acuteness, though their honesty is above reproach, they set to work to convert every patch of the desolate home they had chosen, where water could be found, into a desert Paradise, and in the end they founded seven towns with a population of over 40,000. Their first oasis on the north is Berriane, a town that I found struggling with a cloud of locusts which the grown-ups were trying to sweep from their gardens with palm-branches, while the children caught them gleefully in handfuls and greedily devoured them.

• Since the eleventh century they have been toiling in the wilderness and have dug over four thousand wells, most of them many hundreds of feet deep. The Mozabite well, which is dug by the most primitive means, has above it a framework shaped like a Welsh harp, which carries a wooden pulley. A rope long enough to reach the water, attached to a goatskin,



WHERE FRENCH SOLDIERS HAVE MADE THE DESERT BLOSSOM LIKE THE ROSE AND THE WASTE PLACE BEAR FRUIT: A TYPICAL OASIS GARDEN IN THE SAHARA.

runs over this pulley, and to it is usually harnessed an ill-assorted pair, consisting of a donkey and a camel, who walk away from the well in a straight line until the goatskin comes to the surface and automatically pours its contents into a water channel. Then they walk back again and start afresh. Every morning and evening the creaking of the pulleys

THE PURITANS OF ISLAM:

MOZABITES OF THE SAHARA AND THEIR SACRED TOWNS, WHERE SMOKING IS FORBIDDEN EVEN TO STRANGERS WITHIN THEIR GATES.

By H. WARNER ALLEN. (See Illustrations on the opposite page.)

makes a weird music which the Mozabites call "the song of the wells of M'zab."

All their cities are crowned with a mosque from which there rises a slender minaret curiously shaped and curved. In its design anything approaching a straight line is deliberately avoided, for Allah alone can make a line straight, and it would be presumptuous



THE FIVE SPAHIS WHO, WITH SOME TIRAILLEURS, MAINTAIN THE PAX GALICA IN THE OASIS OF GHARDAIA: FORCES OF LAW AND ORDER UNDER THE FRENCH TRICOLOUR IN A SAHARAN TOWN.

for man to usurp his prerogative. By a special privilege, the members of the Congress of the Rose and Orange in the Sahara, a party of scientists who visited the oasis to study methods of desert cultivation, were admitted to the mosque of Ghardaia, their chief city; but only after the Muezzin had proclaimed to the town that the Roumi (Europeans) were coming to the mosque and all women must leave the flat tops of the houses where they spend most of the day, as we might spy upon them from the mosque terrace above.

The Mozabites are almost ferocious in their conservatism, and make no concessions to the modern spirit in the matter of their women. As we walked up the steep, narrow streets of Ghardaia towards the mosque, we met from time to time women with their faces so closely muffled that not even an eye was visible. At the sight of a Roumi they darted away down side streets like frightened rabbits, or, if no escape were available, crouched in the corner of the nearest doorway. The Mozabite has special reason to be strict with his women, for it is the tradition that every man should leave the oasis to seek fortune abroad; and throughout North Africa, even to Zanzibar, Mozabite merchants are to be found amassing a fortune so as to return to their sacred town. A man is bound by law to leave his wife behind him, for no Mozabite woman may leave the country, and he can only trust that the legend of a terrible sorceress called "The Washer of the Dead," who watches all Mozabite women, may keep her in order. All her hopes of Paradise depend on the ritual washing of her corpse.

The most sacred of Mozabite towns is Beni Izguen, which is close to Ghardaia. In this city—as in all other holy cities—not even the stranger may smoke, and every European must be outside the ramparts before evening. Its famous market is a picturesque sight, and the system of selling is a curious reversal of a European auction. The vendor, whether he has an old lock, a shirt, or a carpet to sell, walks round and round the circle of prosperous Mozabites who squat by their shop-fronts and gossip, calling out the price he demands for his wares. This price he gradually diminishes until he finds a purchaser.

If the Mozabite loves his towns, he adores his gardens, which form a belt round the Ghardaia oasis. There he has built himself a house for the summer round the trunks of his palm-trees, which serve as columns and shade the roof terrace. On one side these houses have no wall, so that every cooling breeze may find its way into their interior. Violets, roses, oranges, lemons, apricot, and other fruit-trees grow in profusion, and it is not surprising that these



A CONTRAST TO THE TYPICAL DESERT IN THE LEFT-HAND PHOTOGRAPH: SAND DUNES OF THE GRAND ERG IN THE SAHARA (ONLY 15 PER CENT. OF WHICH IS SAND).

rich, comfortable merchants are avowed pacifists. They are conscientious objectors to war, and in the past depended on mercenaries of the Chamba tribe to defend them from Tuareg raids. No one in the Sahara is more content than they with the Pax Gallica which now reigns over the desert. The defence of the oasis of Ghardaia is assured by five Spahis and a handful of tirailleurs.

Two hundred miles south of Ghardaia and six hundred south of Algiers lies the oasis of El Golea, which now, thanks to the organisation and motor coaches of the Compagnie Transatlantique, can be reached from London in five days. The greater part of the Sahara consists of stony plateaux intersected by naked hills, with a few tufts of grey-green shrubby grass growing among the rocks, but the traditional sand is to be found in certain areas. One of these is the Grand Erg, which touches El Golea. Here sand dunes that open in perpetual amphitheatres produce an impression of utter solitude. The wind is constantly altering their outlines, though in their monotony they seem unchanged. The traveller finds himself in a basin of sand with a circle of blue sky overhead, and nowhere is there a landmark. Behind him the wind obliterates his footmarks, and not a living thing is to be found except occasionally a grey beetle.

In thirty years El Golea has, under French rule, become a place of many gardens, and the Ksar, the red rock that was once a citadel, frowns down on palm groves and orange and lemon trees. With the aid of science it has made such progress as Ghardaia took centuries to accomplish, and the lonely French Officer in charge of the military post has beguiled the weary hours by making an Eden of the barren plot devoted to the Municipal Garden. Its future is assured since the veiled Tuaregs of the desert, who used to raid it, have been forced to keep the peace. For the first time, at the Congress of the Rose and Orange, four Tuareg chiefs appeared in



WHERE THE ONLY WHITE OFFICER TENDS THE MUNICIPAL GARDEN; DUE TO TAPPING A LEGENDARY WATER SUPPLY BY ARTESIAN WELLS: EL GOLEA—SHOWING THE KSAR, OR CITADEL (BACKGROUND).

peace at El Golea, and behind them came the *bassours*, the many-coloured silken tents which hide their women when they accompany their lords on camel-back. The Chamba, the Tuaregs' hereditary foes, gathered round to gape at the black-veiled bandits, and the population received them with blank volleys of muzzle-loaders, while a Soudanese native band danced and sang.

THE CHANGING SAHARA: VEILED TUAREG RAIDERS COME IN PEACE.

PHOTOGRAPHS SUPPLIED BY MR. H. WARNER ALLEN. (SEE HIS ARTICLE ON THE OPPOSITE PAGE.)



A MOZABITE WELL (CENTRE) IN THE GHARDAIA OASIS: ONE OF OVER 4000 SUNK BY THE TRIBE, AND WORKED BY MEANS OF A GOAT-SKIN DRAWN UP (OVER PULLEYS) BY A CAMEL AND A DONKEY YOKED TOGETHER.



SHOWING (IN THE FOREGROUND) GARDENS WITH PEOPLE TRYING TO DRIVE AWAY LOCUSTS FROM THEIR CROPS: A GENERAL VIEW OF BERRIANE, THE MOST NORTHERN OF THE MOZABITE SACRED TOWNS.



CROWNED BY A MINARET DELIBERATELY TWISTED ON THE PRINCIPLE THAT "ALLAH ALONE CAN MAKE A STRAIGHT LINE, AND IT WOULD BE PRESUMPTUOUS FOR MAN TO USURP HIS PREROGATIVE": THE SACRED MOZABITE TOWN OF GHARDAIA—PICTURESQUE ARCHITECTURE OF FLAT-ROOFED BUILDINGS.



THE FIRST PEACEFUL VISIT OF THE WARLIKE VEILED TUAREGS TO EL GOLEA: THE CAID OF INSALAH (ON WHITE CAMEL) AND THREE CHIEFS ADVANCING TO PAY HOMAGE TO THE FRENCH GOVERNOR-GENERAL OF ALGERIA FOLLOWED, BY CAMEL-MEN OF THE CHAMBA, THEIR TRADITIONAL FOES.



HOW THE TUAREG WOMENFOLK TRAVEL: TWO BASSOURS (MULTI-COLOURED SILKEN TENTS ON CAMEL-BACK) IN WHICH THEY ACCOMPANIED THEIR LORDS TO EL GOLEA.

In his article on the opposite page, Mr. H. Warner Allen describes that interesting race, the Mozabites of Algeria, and their picturesque sacred towns in oases of the Sahara. Typical of these is Ghardaia, shown in the large central photograph above, crowned with its curious minaret, purposely built crooked on the principle that Allah alone can make a straight line, and that human attempts to imitate it are presumptuous. The next town southward, 200 miles from Ghardaia and 600 from Algiers, is El Golea. Some forty years ago a French officer (Commandant Cauvet) arrived there with a small force, and sank artesian wells at a spot where native tradition said that water lay below the sand. The legend proved correct, and a good water supply was obtained, resulting in the cultivation of many acres of fruit, flowers, and vegetables. The sole white officer in charge of the garrison is still officially the chief gardener. The two lower photographs illustrate a

remarkable occasion when the Governor of Algeria recently visited El Golea, and for the first time there came thither in peace four of the redoubtable chiefs of the Veiled Tuareg, from the Hoggar mountains 500 miles south, whose previous visits had been warlike raids. The inducement that brought them was the presentation of a new rifle to their leader, the Caid of Insalah, and gifts to his followers.

BOOKS OF THE DAY.

LITERATURE is a kind of aristocracy, for who ever heard of a book without a title? Writers, as a rule, lack such appendages, but it so happens that my present list includes several works whose authors (or their subjects) possess "handles" to their names, and I thought it might be fun to group them together. Lest any pure, democratic soul be offended, I would recall the pathetic appeal of Lord Toller: "Spurn not the nobly born"; and add—to paraphrase his subsequent observations—

Books just as rich and rare
May issue from Mayfair
As from the lowly air
Of Seven Dials.

But even Seven Dials, I believe, can boast a Duke!

Seriously, however, it is a welcome change to turn from the overdone *chronique scandaleuse* of modern taste to such high-minded and serenely affable reminiscences as "NE OBLIVISCARIS." Dinna Forget. By Lady Frances Balfour, author of "A Memoir of Lord Balfour of Burleigh." Illustrated (Hodder and Stoughton; Two vols.; 42s.). The Latin title (rather a stumbling-block, I fear, to the sack-laden porter who conveys volumes from publisher to bookseller) is the family motto of the Dukes of Argyll, Lady Frances being a daughter of the eighth Duke. This autobiography will, I think, take rank among the most valuable of its type, as an expression of the Victorian spirit in the ruling class, with first-hand pen-portraits of prominent personalities and side lights on political and social questions. Not all of the countless personal records published to-day can be trusted to provide authentic material for the historian, but this is one of those that will not be neglected.

Lady Frances makes clear at the outset her own attitude regarding the ethics of reminiscence. "The past," she writes, "was full of discretion, and, as one of my old friends puts it, family annals should belong to the family, and the public have no right to see the contents. With amusement, I have lived to see those same annals published, and the indifferent and undiscerning public have only noted that they are rather dull. That is to say, that they are lacking in the scandalous and they do not betray every code of honour. I hope that mine may be called 'dull' in that sense. I have no intention of laying my friends on their own dining-room tables and there dissecting them. Dull, in that sense, may they ever be, because I have no wish to be associated with the scum of any Society."

King Demos himself, in reading Lady Frances, must admit that he owes much of his present sovereignty to the efforts of the nobly born. She recalls, for example, Lord Shaftesbury's "humanitarian revolution," and herself professes ardently the Liberal creed. At the same time, she has a good word for the Labour Party, in gratitude for its support, of Women's Suffrage, and especially for Mr. Snowden, to whose efforts on their behalf in the early days of the movement she pays a warm tribute.

Not the least interesting element in her book is the light it throws, by frequent references, on the personality of her brother-in-law, Lord Balfour. This brings me to another book, in which we get a glimpse of him as an omnivorous reader. I refer to "THE PURSUITS OF LEISURE": And Other Essays. By Sir Ian Malcolm (Benn; 10s. 6d.). The author mentions an incident when he was staying recently with Lord Balfour in Scotland. "I happened one day to be walking through his study to his bed-room, and in these two rooms I found no fewer than four books opened at the place where for the moment he had stopped reading them. Observe their titles: 'Influence of Sea Power,' by Captain Mahan; 'Phases of Modern Science,' by an author whose name escapes me; 'Philosophy of Benedetto Croce'; and 'A Gentleman of Leisure,' by P. G. Wodehouse. There is 'fine confused feeding' if you like; but what varied tastes, combined with that ingrained method of never wasting a spare moment."

Sir Ian Malcolm's agreeable essays are chiefly concerned with literary and artistic matters. He, too, discusses the ethics of reminiscence, as well as the art of letter-writing, conversation, and criticism. There are also interesting studies of Edward Lear, the "Nonsense King," and the late Lord Curzon of Kedleston, together with an appreciation of Lord Ronaldshay's Life of that statesman as "a great biography."

I pass now to the life-story of one who was not, so to speak, born in the scarlet of Debrett, but achieved it by his own exertions, namely, "WEETMAN PEARSON. FIRST VISCOUNT COWDRAY." 1856 to 1927. By J. A. Spender. With seventeen Illustrations and five Maps (Cassell; 21s.). From small beginnings Lord Cowdray made the firm of S. Pearson and Co. pre-eminent in the contracting and engineering world. His greatest undertaking, we are told, was the search for oil in Mexico, where he had experience of the customary revolutions. Other "enterprises of great pitch and moment," here described, along with much else, included the construction of the Hudson and East River Tunnels in New York, Dover Harbour, the Blackwall Tunnel, and the Sennar (or Makwar) Dam on the Blue Nile.

There is an amusing story concerning his second great work in New York, completed in 1908. "Some years later, at a London dinner-party, he found himself sitting next to an American lady who improved the occasion by enlarging on the superiority of American engineers over all others, and mentioned the East River Tunnels as a crowning example of their skill and enterprise. Pearson gravely promised her that he would not omit to visit them

words, such as "dewy,"

"hollow," "boundless," and so on. Here is a typical passage:

... I have wandered far,
From th' utmost Arctic to its opposite,
I have seen the thievish Russ, the crusty Spaniard,
The bold, brave Switzer, the tree-hearted Scot,
The musical Italian, the proud Angle,
The volatile, light-heeled Frank, the sleepy Turk,
The money-loving and broad-bas'd Mynheer.

The courtly Laureate of later years used this last epithet in a different sense when he described Queen Victoria's rule as—
Broad-based upon her people's will.

One of the characters in a novel I was reading not long ago (Hugh Walpole's "Hans Frost") describes Tennyson in the days of his peerage as a "pompous old ass." I do not accept this unkind definition, though there seems to have been some ground for comparing him with that noble animal, the bear. As a boy—to judge from this revealing fragment—he might be likened to a frolicsome tiger cub, not yet exhorting us to "let the ape and tiger die."

Seven other attractive books lie before me, but for the present I have space for little more than their titles. Our nobility is nothing if not sporting. That quality is admirably represented in "LORD HENRY BENTINCK'S FOXHOUNDS." With twenty-four Illustrations and five Pedigrees. (Hutchinson; 21s.). Many a name from "Debrett" occurs also in "REMINISCENCES OF HORSES AND HUNTING MEN." By a Fox-hunting Woman, Mrs. Philip Martineau. Illustrated (Benn; 12s. 6d.). One of her many good stories concerns a keeper's wife on an estate which had passed to "new people." When a neighbour's wife visited her, she replied to an inquiry, "Oh, yes, m'Lady, they mean to be very kind—most kind, I'm sure; but we do miss the polished levity of the aristocracy."

If ever, like Charles Lamb, I achieve "retired leisure" and become bitten with the collecting mania, I shall probably choose autographs (having a few already), as that seems to be the pleasantest form of the disease. A delightful book on the subject is "AN AUTOGRAPH COLLECTION." And the Making of It. By Lady Charnwood (Benn; 15s.). In itself it constitutes an interesting collection of *personalia* in the form of letters and other records of numerous celebrities.

The recent dispute between the Maltese Government and the Roman Catholic Church lends a topical interest to a beautifully illustrated historical study entitled "MALTA OF THE KNIGHTS." By Elizabeth W. Schermerhorn (Heinemann; 25s.). Malta was one of the places visited by the author of "The Three Musketeers," when he was supporting the cause of Garibaldi, as described in Mr. R. S.

Garnett's recent edition of his rescued Dumas manuscript, "Aboard the Emma." Mr. Garnett's name occurs among the acknowledgments in a new and vivacious biography called "THE INCREDIBLE MARQUIS: ALEXANDRE DUMAS." By Herbert S. Gorman. Illustrated (Gollancz; 25s.). Dumas père was certainly "incredible," but I never heard him called Marquis: was it perhaps in the Peerage of Bohemia?

Another subject on the *tapis* just now is capital punishment. This question arises in a record of a once celebrated seventeenth-century murder case, "THE TRIAL OF COUNT KÖNIGSMARCK." Edited by the Hon. Eveline Godley. Illustrated (Peter Davies; 7s. 6d.). The victim was a West Country Squire—Thomas Thynne of Longleat, described as "the Count's rival for the hand of an heiress." He was shot in the Haymarket on the night of Feb. 12, 1682. The Count himself was acquitted, but three other men were executed for the crime. Count Königsmarck, who belonged to a Swedish family of German origin, was at one time made a Knight of Malta. An interesting book, for comparing an old-time trial with modern criminal procedure.

I do not know the Count's present address (though I can guess it!), but if I wished to communicate with him, or with any other of the eminent persons mentioned above, to avoid any possible *faux pas* I should consult a useful little handbook called "TITLES AND FORMS OF ADDRESS." A Guide to Their Correct Use. Second Edition (A. and C. Black; 2s. 6d.). One item—a table of pronunciation of proper names—may be useful to broadcasting announcers, while the list of abbreviations should rejoice the hearts of cross-word puzzlers. To the exhausted reviewer the most comforting at the moment is the Euclidian Q.E.F. Some of his readers may wish it were R.I.P. C. E. B.



A remarkable series of reproductions, in postcard form, of the Treasures from Tutankhamen's Tomb may now be purchased. The subjects illustrate the most important examples discovered, and have been selected under expert supervision. The cards are essentially works of art, and are as suitable for collection in an album as they are for transmission through the post as gifts to friends. Everyone who has been interested in the wonderful photographs and articles dealing with the most marvellous discovery of the present day should certainly possess this beautiful collection. The cards are issued as a complete set of sixty subjects, or, alternatively, as two sets, each of thirty subjects, at the following prices—

		British Possessions		Elsewhere	
		Inland.	and U.S.A.	Abroad.	
The Set of 60 Postcards	- - -	10/- plus postage	3½d.	7d.	11½d.
The Half Set (Nos. 1 to 30)	- - -	5/-	2½d.	4½d.	7½d.
The Half Set (Nos. 31 to 60)	- - -	5/-	2½d.	4½d.	7½d.

These sets of Tutankhamen Postcards may be obtained by forwarding application, with remittance, to The Publisher, "The Illustrated London News," 346, Strand, London, W.C.2., or they may be ordered from Messrs. W. H. Smith & Sons, Ltd., at their branch establishments.

and examine them carefully next time he was in New York."

In recording the career of this great and public-spirited master of industry, Mr. Spender has produced a very able and interesting memoir. The later chapters include an account of Lord Cowdray's war-time work as President of the Air Board and his Rectorial Address at the University of Aberdeen. Though a Yorkshireman by birth, he became, as a landowner, closely associated with Scotland. There do not appear to be any mutual allusions between this book and Lady Frances Balfour's, but I notice some few points in common between them. Lord Cowdray was also a zealous Liberal, and, with his wife, supported Women's Suffrage. There is also a curious parallel between his funeral and that of Mr. Eustace Balfour, the husband of Lady Frances, and an eminent architect. Each was borne to the grave on a Scottish farm-wagon.

Seeing that Lady Frances has quoted considerably from "In Memoriam," it seems appropriate to mention here a highly interesting and hitherto unpublished relic of the poet's boyhood. This is an unfinished blank verse play, written at the age of fourteen, and entitled "THE DEVIL AND THE LADY." By Alfred Tennyson. Edited by Charles Tennyson, his grandson. Illustrated with MS. extracts in facsimile (Macmillan; 10s. 6d.). It is a marvellous piece of writing for a boy of that age, and its lusty Elizabethan exuberance suggests that we might have had a different Tennyson if he had happened to live in other times. There are verbal indications of his later manner; double-barrelled epithets and favourite

DESTINED FOR THE ARCHDUKE OTTO? HUNGARY'S HOLY CROWN, "POSSESSOR OF ALL POWER."

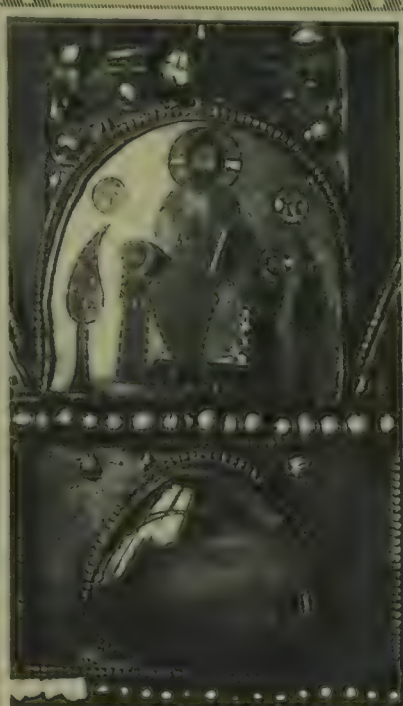
UNIQUE UNPUBLISHED PHOTOGRAPHS, NOW OF SPECIAL INTEREST
IN VIEW OF THE COMING HORTHY CELEBRATIONS.



WITH A MINIATURE OF THE EMPEROR MICHAEL DUCAS, DONOR OF THE DIADEM: THE BACK CENTRE OF THE HOLY CROWN OF HUNGARY.



EMENDED BY THE QUEEN BEFORE EVERY CORONATION: THE MANTLE EMBROIDERED BY ST. STEPHEN'S WIFE, GISELLA, AND PRESENTED IN 1031 TO THE CORONATION CHURCH OF SZÉKESFEHÉRVÁR.



BEARING A MINIATURE FIGURE OF CHRIST, AND RICHLY JEWELLED: THE FRONT CENTRE OF THE HOLY CROWN OF HUNGARY.



SURMOUNTED BY A CROSS, WHICH HAD TO BE UNSCREWED TO TAKE THE ADJOINING PHOTOGRAPH: THE HOLY CROWN—FRONT VIEW, SHOWING THE FIGURE OF CHRIST AND GOLD CHAINS.



PIERCED WITH A HOLE, FROM WHICH THE CROSS HAD TO BE UNSCREWED BEFORE THIS PHOTOGRAPH WAS TAKEN: A JEWELLED MINIATURE OF CHRIST ON TOP OF THE CROWN.



NEARLY 1000 YEARS OLD: THE HOLY CROWN OF HUNGARY—A BACK VIEW, SHOWING THE MINIATURE OF THE EMPEROR MICHAEL DUCAS AND (BELOW) THE SCEPTRE.

It was announced the other day in Budapest that a draft Bill was to be submitted to Parliament this week by Count Stephen Bethlen, the Prime Minister, in connection with the forthcoming celebration of the tenth year of Admiral Nicholas Horthy's rule as Regent of Hungary, which—in the absence of the young Archduke Otto, son of the late King Karl and now in exile with his mother, and no move having been made to elect another Sovereign—is considered to be

(Continued opposite.)



ONE OF THE DIADEM MINIATURES: A SET THAT INCLUDES CONSTANTINE, KING GÉZA, AND SAINTS DEMETRIUS, GEORGE, MICHAEL, GABRIEL, DAMIAN, AND KOSMAS.



ON THE DIADEM (THE LOWER PART OF THE CROWN) OF BYZANTINE GOLDSMITH'S WORK, MORE ARTISTIC THAN THE UPPER PORTION: ANOTHER MINIATURE.

(Continued.)

coronation of St. Stephen, the first Hungarian King, in 1001. The upper casque-formed part was presented to St. Stephen by Pope Sylvester II., and the lower diadem was sent by the Greek Emperor Michael Ducas to Géza I., King of Hungary, seventy-five years later. According to Hungarian constitutional law, the possessor of all power in the State is properly the Holy Crown itself, and the King acquires his full rights only after he has been crowned with it. The photographs were taken after Francis Joseph the First's coronation and in his presence."

(Continued.)

a monarchy with a vacant Throne. This Bill, it is reported, was designed to chronicle the good work done by the Regent and to list a number of institutions to be named after him. That being so, additional interest attaches at the moment to the Holy Crown of Hungary, here illustrated by means of photographs sent to us by M. Desiderius v. Saly, who writes: "The Hungarian Holy Crown, one of the oldest in Europe, kept in the Royal Palace of Buda, served first for the

(Continued below.)



ANOTHER ENAMELLED MINIATURE ON THE DIADEM: PART OF THE CROWN, ALL RICHLY JEWELLED WITH ORIENTAL PEARLS, GARNETS, RUBIES, AND SAPPHIRES.

HOUSE DECORATION IN ANCIENT ROME.

INTERESTING DISCOVERIES ON THE APPIAN WAY: A ROMAN HOUSE WITH REMARKABLE MOSAICS, FRESCOS, AND WALL GRAFFITI OF GLADIATORIAL COMBATS.

By Professor FRANCESCO FORNARI, Director of Excavations at the Early Christian Church of St. Sebastian, near Rome. (See Illustrations on the opposite Page.)

ON Jan. 20 of this year, there was inaugurated in the Church of St. Sebastian, on the old Via Appia in Rome, the Museum of Epigraphy and Sculpture, containing all the fragments discovered during the excavations which have been carried out beneath the church and in the immediate vicinity. The Museum has been arranged in a room obtained by reconstructing the left aisle of the ancient basilica,

paved with mosaic in the form of alternating white and black squares, with an imitation of a carpet in the centre, of very fine construction, with small pieces of mosaic imitating marble (Fig. 2). This hall is already known for the very well-preserved frescoes it has on its walls (e.g., Fig. 1), and above all for the painting of a seaport, which is very interesting owing to its artistic importance and its beauty

(Figs. 1 and 5). In the last excavations has been discovered the central courtyard, paved with large pieces of mosaic worn away by weather and having, in addition to the well, a stone pool (Fig. 3).

On to the courtyard there opens, in addition to the "seaport room," another room which also forms part of the new discovery (length 5.50 metres, width 4.50 metres), with inlaid marble pavement terminated laterally by mosaic strip (Fig. 4). This room had its walls covered with a marble skirting, as can be seen from the traces remaining, while the upper part was decorated by a graceful architectural design in polychrome stucco. A third room ran from the other part of the courtyard facing the "seaport room," but was destroyed in the

belong to it. Continuing, there are seen two gladiators; one of them, whose head is protected with the *celata*, is covering his breast with his shield, which he holds in the left hand, while the right arm is in the act of inflicting a blow. The other has his chest uncovered; in his right hand he wields the *gladius* (sword), while with the left he holds a spear; between the two, there is drawn the outline of a trident. Beneath, there are seen two more combatants, roughly and badly drawn. The rest of the wall is entirely occupied by straight and curved lines scratched on the plaster without any meaning, but among which may be distinguished a large number of tridents.

This series of *graffiti* is very interesting. The *graffiti* certainly allude to the combats which took place in the circuses, both owing to the representation of the gladiators and to that of the tridents, the principal weapon, as is well known, of the *retiarius*—a man carrying a net (*rete*) to entangle his opponent. Was the author of the *graffiti* perhaps enthusiastically fond of these combats? Or should it not rather be held, as the *graffiti* do not all seem to be by the same hand, that the house was occupied by a soldier's family, among whom the old fighting spirit was natural and justified? And then, carrying our hypotheses still further, it might be the residence of the Commandant of that depot of *Frumentarii* (soldiers attached to the Department of Public Safety), whose barracks, according to Lanciani, stood a short distance from the place occupied by the villa.

Several other discoveries have been brought to light by the excavations beneath the Church of St. Sebastian, among them an open cemetery of the third century and the second century with lapidary inscriptions, still in their place, and old paintings; remains of the courtyard of the "tricia"; not to speak of a large number of fragments of inscriptions and plaster-work also containing invocations to the Apostles Peter and Paul.

The material excavated has been collected in the new Museum which was built by reconstructing the left aisle of the old basilica. Along the walls there have been placed fragments of epigraphy and sculpture; while in the centre, in suitable closed showcases covered with glass, there are collected the glazed articles, terra-cotta objects, coins, gold-work, bone-work, and fragments of plaster, with traces of painting or *graffiti* worth preserving. Particular curiosity is aroused by a fragment of plaster found in the soil and bearing part of a panoramic view of a city (possibly Rome) seen from above, with its blocks of buildings intersected by roads (Fig. 6). This fresco is of a really new and unique character; almost like a photograph taken from an aeroplane. St. Sebastian,



FIG. 1. THE "PICTURE GALLERY" OF A ROMAN HOUSE, DATING FROM THE FIRST OR SECOND CENTURY. RECENTLY DISCOVERED ON THE APPIAN WAY: A GROUP OF MURAL PAINTINGS INCLUDING (UPPER RIGHT) THE SEAPORT FRESCO SHOWN IN FIG. 5 ON THE OPPOSITE PAGE.

which aisle had been destroyed even before the twelfth century, the church being thus reduced to only the central aisle, as compared with the three which it had originally possessed. In order to discover traces of the old aisle, the Pontifical Commission of Sacred Archaeology made excavations round the present church, completing those which had already been executed by the Royal Department of Antiquities from 1915 to 1919 beneath the same church, and had resulted in the discovery of the "tricia" with the *graffiti* invoking the Apostles Peter and Paul, and the three *hypogea* with the marvellous stucco decorations known to the studios throughout the world. New excavations were begun in 1927 and have been continued until the present time, resulting in discoveries no less interesting than the preceding ones.

It must be borne in mind that the land upon, which, in the sixth century, arose the Apostolic basilica, whose name was afterwards changed to that of St. Sebastian, was on a slope which ran steeply from east to west. The natural valley thus received all the waters which descended from the hill and deposited there the soil and detritus they had gathered during their journey; therefore, gradually the precipitous valley was filled up. To this natural embankment was added an artificial one, the work of man, levelling the land by soil taken from elsewhere and deposited there. The banking-up, however, did not take place at one and the same time, but in different and widely separated periods, in each of which man had built on the existing level monuments which, owing to new embankment works, were abandoned and buried, to give place to other monuments situate at a higher level. The last "regulation" of the land took place in the fourth century, at the time of the construction of the basilica, when, as it was proposed to occupy an immense area (the basilica covered an area of about 2300 square metres), an average level was established in order to fill up the valley by new transportations of earth, and by bringing down to that level all the structures that stood in the area. Excavations around the basilica were accordingly carried out with great care; the accumulated soil was removed, and the structures which had arisen at various periods were isolated.

At a depth of about 39 ft. below the level of the basilica there were found the remains of a Roman house, the construction of which dates back to the last years of the Republic and the first years of the Empire. Of this house, part had already been discovered in preceding years, namely, a large hall

building of the basilica; all that remains is a length of wall from which two windows open looking out on to the courtyard. The walls of the two rooms lately discovered are, in the part on the courtyard, plastered and painted. The plaster has broken away in the lower part, bringing to light the wall-work, which is in the form of *opus reticulatum*. The decoration, as regards the room having its flooring with marble inlays, is formed by a bottom skirting of a dark-red colour, and above by plastering coloured yellowish-white, and containing some frescoes, which, however, are so much damaged that it is not possible to ascertain their outlines with accuracy.

Particularly interesting is the red skirting or dado, literally covered with roughly scratched figures. On examining Fig. 7, beginning from the left, we perceive a group made up of a square at the base surmounted by many alternating long and short black lines, behind which another figure is distinguished. On both sides there are two other persons (four in all) who, to judge by their short tunics, are said to be soldiers, each provided with a long pole or spear directed downwards. It is not easy to imagine what the author of this *graffito* (rough mural sketch) desired to depict. A probable explanation is that it represented a person condemned to perish in the flames; the long and short lines would then indicate the flames, while the four figures with the spears are stirring up the fire. A fifth small figure higher up to the left does not, I think, belong to the group, just as the two tridents on the side do not



FIG. 2. A ROMAN MOSAIC PAVEMENT DATING FROM "THE LAST YEARS OF THE REPUBLIC AND THE FIRST YEARS OF THE EMPIRE": A "CHESSBOARD" PATTERN SURROUNDING A "CARPET" DESIGN IN A HOUSE EXCAVATED ON THE APPIAN WAY BESIDE THE CHURCH OF ST. SEBASTIAN.

with its groups of highly varied and heterogeneous monuments, which are exceedingly beautiful and interesting, is thus on the way to becoming the most important and valuable site to be found on the ancient Appian Way.

AN ANCIENT ROMAN "AIR VIEW"; AND MURAL DRAWINGS OF GLADIATORS.

PHOTOGRAPHS BY COURTESY OF PROFESSOR FRANCESCO FORNARI, DIRECTOR OF THE EXCAVATIONS. (SEE HIS ARTICLE ON THE OPPOSITE PAGE.)



FIG. 3. AN ANCIENT ROMAN HOUSE RECENTLY EXCAVATED ON THE APPIAN WAY: THE MOSAIC-PAVED CENTRAL COURTYARD, WITH A WELL AND A STONE POOL—SHOWING (ON LEFT) THE WALL BEARING THE GRAFFITI SEEN IN FIG. 7.



FIG. 4. ANOTHER NEW DISCOVERY IN THE ROMAN HOUSE NEAR THE CHURCH OF SAN SEBASTIAN ON THE VIA APPIA: A PAVEMENT OF MARBLE INLAY AND MOSAIC IN A ROOM LEADING OFF THE COURTYARD SHOWN IN FIG. 3.



FIG. 5. A BEAUTIFUL FRESCO OF A ROMAN SEAPORT (SEEN ALSO IN FIG. 1 ON THE OPPOSITE PAGE): "VERY INTERESTING OWING TO ITS ARTISTIC IMPORTANCE."

IN his article on the opposite page Professor Francesco Fornari has described interesting discoveries—made during the recent excavations, under his direction, on the site of the early Christian church of San Sebastian, on the Appian Way, near Rome. In the church itself were found many marble inscriptions, Christian and pagan, including an obituary tablet to a Roman actor. Still more interesting "finds" were made by excavations in and around the foundations of the church, which revealed some Roman two-storeyed houses dating from the first and second centuries A.D. It is one of these houses, with its remarkable frescoes and mosaic pavements, that is shown in our illustrations. The soil in which they were buried, at a depth of nearly 40 ft., had well

[Continued below.]

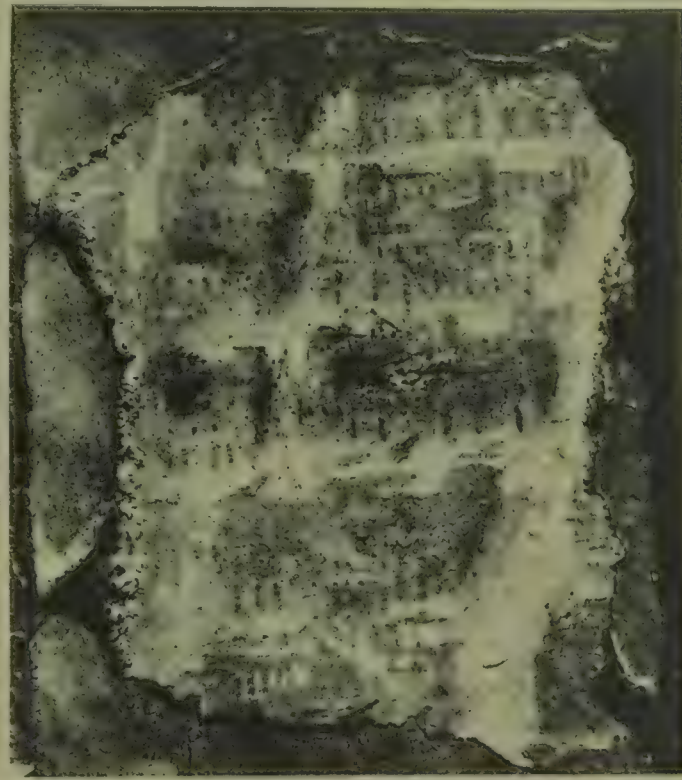


FIG. 6. "ALMOST LIKE A PHOTOGRAPH TAKEN FROM AN AEROPLANE": A PLASTER FRAGMENT WITH A UNIQUE ANCIENT ROMAN "AIR VIEW" OF A CITY (POSSIBLY ROME).



FIG. 7. FIGURES OF ROMAN GLADIATORS AND THEIR WEAPONS, INCLUDING THE NET AND TRIDENT CARRIED BY THE RETIARIUS, SCRATCHED ON A WALL OF THE COURTYARD SHOWN IN FIG. 3: EXTREMELY INTERESTING GRAFFITI, PROBABLY DONE BY CHILDREN, AND SUGGESTING THAT THE HOUSE WAS ONCE OCCUPIED BY THE FAMILY OF A SOLDIER, PERHAPS THE COMMANDANT OF A DEPÔT OF FRUMENTARII.

[Continued.]

preserved the beautiful mural paintings. Perhaps the most remarkable relic is the fragment (shown in Fig. 6) giving a bird's-eye view of a Roman city. Professor Fornari aptly compares it to a modern photograph taken from an aeroplane. Strangely fascinating, too, are the graffiti, or roughly incised drawings, representing

gladiatorial combats (shown in Fig. 7). These had evidently been made by the children of the family that occupied the house in ancient times. Professor Fornari thinks it was the home of a soldier, possibly the commandant of a neighbouring depôt of *frumentarii*.

HELENA FOURMENT: THE SECOND WIFE AND MODEL OF PETER PAUL RUBENS.

IT is notoriously difficult to be married to a genius.

It is also notoriously unromantic to be married to a man old

enough to be one's grandfather. In either case the world will smile and prophesy boredom at least, if not disaster. Yet happiness is not necessarily built upon common-sense maxims, and many a seemingly ill-assorted couple will be found to make an astonishing success of their life together.

In 1630, at Antwerp, an elderly widower of fifty-three married a girl of sixteen. Ten years later he died. The man was Rubens, the girl Helena Fourment. The painter was a scholar, a friend of princes, a diplomatist, and, of course, a world figure as an artist. "Being unable," he wrote, "to make up my mind to live in celibacy, I took the step of marrying again. . . . I have therefore married a young woman of honourable, though middle-class, birth, although everyone advised me to choose a lady about the Court. But I was chiefly afraid of finding my companion subject to pride, that plague of the nobility. That was my reason for choosing one who would not blush to see me take up my brush. And, to tell the truth, I loved my liberty too much to exchange it for the embraces of an old woman."

It is a laboured and amusing explanation, and no doubt the truth—as so often happens—appears in the final sentence. In short, Helena was young and beautiful, and he wanted her, and married her. The ponderous Latinity of the age expressed itself at length in an epithalamium written by Rubens's friend Gevartius—

"Zeuxis is surpassed by Rubens, of whom it is hard to say whether he shines the brighter by his art or by his eloquence; and now he owns the living image of Helen of Flanders, who is far more beautiful

than she of Troy: 'Twas thus that Venus, with her golden locks, rose from the sea. 'Twas thus that Thetis became the bride of Peleus, in the days when

handsome husband. Munich possesses one version of this

subject, and also a fine portrait. In the Berlin Museum

Helena appears as St. Cecilia, at Dresden as Bathsheba, at Munich again as Susannah; Berlin also possesses the marvellous Andromeda for which she was the model. The lovely group of Helena and her children is one of the glories of the Louvre. In the Madrid "Judgment of Paris" (not our National Gallery version) she appears as Venus. But perhaps of all her portraits the most famous, if also the most unconventional, is the fine picture in the Vienna Gallery known as "La Pelisse" (The Fur Cloak). It is obvious at once with what pride and pleasure Rubens regarded this healthy, hefty creature. It is fair also to note that, by his will, this and other unconventional and truthful portraits of his wife were not to be included in the sale of his effects after his death.

It is, perhaps, still considered essential for every story of an artist's model to possess the ingredients of tragedy, but seventeenth-century Antwerp was far from the Latin Quarter of Henri Murger or of Trilby. Helena Fourment had married a man who had never been desperately poor, and who had long been rich and respected. She had a town house in Antwerp and a castle in the country, a lavishly maintained household, and several children. It is doubtful whether she realised that her husband was an authentic genius,

whose stature would not grow less with the passage of the centuries. (Few who saw them will forget the overwhelming impression produced by the Rubens portraits at the Flemish Exhibition: they made Van Dyck look like a decorator of Christmas cards.) If one may judge by her features, she found all the happiness she wanted in his admiration, in her fine house and fine clothes, and in her children.



"THE WALK IN THE GARDEN": PART OF A PICTURE BY RUBENS—THE ARTIST AS DEVOTED CAVALIER TO HIS YOUNG WIFE, A FAVOURITE SUBJECT WITH HIM AFTER HIS SECOND MARRIAGE. (Photograph by Bruckmann.)

Thessaly was the home of the great gods. The beauty of her shape is surpassed by the charm of her nature, her spotless simplicity, her innocence, and her modesty."

Rubens's first wife, Isabella Brant, is immortalised in several of his masterpieces. His first marriage was as successful as his second, yet it is not fantastic to see in the reaction of his art to Helena Fourment's

beauty some measure of the passion which she inspired. It is as if his attitude to Isabella was one of affection and the warmest friendship; to Helena he was rather the ecstatic lover. It seems otherwise difficult to explain the immense fervour of those lyrical, mythological canvases which are not the least of his achievements in these last years of his life. Mr. Max Rooses' comment upon the beautiful picture, "The Offering to Venus" (in the Vienna Gallery), is as follows—

"We believe him to have created this masterpiece in the early days of his second marriage, in a frenzy of love for his young companion. Therefore he has given his wife a place of honour in the picture: she it is whom the satyr on the extreme left is holding at arm's length, as if to glorify himself and hold her up for our admiration. Calm and playful, she allows him to do it."

Rubens is never tired of painting her. Apart from the fine portrait reproduced in colours in this issue, there are many pictures in which she is the central figure. There are various "Walks in the Garden," in which she is seen with her



THE MASTER'S YOUNG WIFE WEARING HER LUXURIOUS CLOTHES WITH PERFECT EASE: HELENA FOURMENT—A PORTRAIT BY RUBENS IN THE MUNICH GALLERY. (Photograph by Bruckmann.)



ONE OF THE GLORIES OF THE LOUVRE: THE LOVELY GROUP OF "HELENA FOURMENT AND HER CHILDREN"—A PORTRAIT BY RUBENS OF HIS SECOND WIFE. (Photograph by Mansell.)

TO BE ATTACKED BY FIVE NATIONS: AN UNCONQUERED MOUNTAIN-TOP.



UNSCALED: KANCHENJUNGA, THE SECOND HIGHEST PEAK IN THE WORLD, WHICH MOUNTAINEERS OF FIVE PEOPLES ARE SEEKING TO ASCEND.

Kanchenjunga, which is in the Great Himalayas, and about a hundred and fifty miles to the south-east of Everest, rises to a height of 28,150 feet, and thus is the world's second highest peak. Two attacks have been made on it—one expedition endeavouring to climb the southern face; the other, the eastern face. Neither was successful, and the first cost four lives. Now a third endeavour is heralded; indeed, certain members of the new expedition are due to leave Venice on February 24, to be followed by the rest on the 9th of the following month. It is anticipated that the start from Darjeeling will be made at about the end of March, and that the attempt on the unconquered height will begin either at

the end of April or during the first days of May. The assault will be led by Professor Günter O. Dyhrenfurth, of Germany, whose wife (the international lawn-tennis player) accompanies him; and mountaineers of five peoples will be taking part: Germany, Great Britain, Austria, Italy, and Switzerland. Great Britain, our readers will be interested to remark, is being represented by Mr. F. S. Smythe, a number of whose photographs of mountaineering have been published in this paper. The enterprise is, frankly, one concerned chiefly with climbing; but it is obvious that it must have scientific value. This photograph, like the one on pages 294-295, was taken from Darjeeling with the aid of a camera with a telephoto lens.

THE FIVE-NATIONS ATTACK ON THE SECOND HIGHEST PEAK IN THE WORLD: UNCONQUERED KANCHENJUNGA.

KANCHENJUNGA.



TO BE ASSAILED BEFORE THE MONSOON: KANCHENJUNGA, WHICH HAS DEFIED TWO EXPEDITIONS

THE NEW ATTEMPT

THE fate of the climbing party which is about to start for India on an attempt to conquer Kanchenjunga will be followed with breathless interest by all who love high adventure. Although several attempts have been made, no one has ever achieved 25,000 feet on the terrible ice cliffs of this monarch of the Himalaya. What, then, are the chances of success for the present expedition? Following the precedent of the last two attempts on Everest, the present attack is being made *before* the monsoon; the most recent attempt was made during the monsoon. By the middle of June, therefore, the game will have been lost or won. Most people know that in northern India the south-west monsoon blows from June till October, bringing heavy and continuous rain. For the rest of the year, during the north-east monsoon, the weather is fine. In mountainous regions generally, however, and in the lofty Himalaya particularly, the matter is not so simple. Owing to the great range of temperature between the sub-tropical valleys and the snows, to air currents, and other disturbing factors, the weather is much more uncertain than it is on the plains, and any irregularity is sure to be intensified. If the monsoon breaks early, it may be heralded in the mountains by severe thunderstorms; if it is unduly prolonged, snow will fall at quite moderate elevations long before winter has properly set in. Himalayan weather, in short, is fickle, and a fine spell can never be guaranteed. Haring accidents, success or failure in the present attempt depends chiefly on the weather. Given good weather, if the ascent of Kanchenjunga is humanly possible, the present team of climbers should succeed. One must confess, however, that there is no margin for bad luck; unless all the luck is with them, they cannot win to the top. He would be a bold man who would prophesy success! The difficulties of the undertaking cannot be overstated. One need only look at Kanchenjunga from Darjeeling, forty-seven miles away, to begin to realise them. The mountain blocks the whole head of the Tista valley, presenting to the spectator an apparently vertical ice cliff nearly 14,000 feet high. The snow line descends to 15,000 feet, snow and ice radiating out in all directions from the summit for about fifteen miles. That is to say, the climbers will have



AND IS TO BE CLIMBED BY A THIRD, WHOSE CHANCES CAPTAIN KINGDON-WARD DISCUSSES.

ON KANCHENJUNGA.

to cover fifteen miles of snow and ice, ascending over 13,000 feet, with the temperature approaching zero! Nevertheless, for a mountain standing at the head of a valley which opens directly on to the plains of India, the decision to make the attempt before the monsoon starts is probably a wise one; though the season has perils of its own. By the middle of May the sun in northern India is already powerful, and the valleys of the Himalaya trap the heat. The snow is firm, the last spring snow having melted; and just before the monsoon bursts the weather is sometimes superb for days. It is pleasant enough to leave behind you the dusty plains in the hot weather, and to enter the cool, shady forests. For the first few days' march up the Tista valley, the journey to the base of the mountain is a delight. You pass from the steamy jungle into the temperate forest, and then into forests of fir; from being pleasantly cool it becomes cold, and colder, until at last snow is met with above the tree-line. If the weather is exceptionally fine, there may be trouble on the way. Swollen torrents, filled with snow water, may impede the party, sweeping away bridges and paths; sudden storms or prolonged rain may have the same effect. But the certain and formidable difficulties date from the time the climbers establish their first camp on the glacier. At this season the snow is melting fast, and all the scuppers of the mountain are gushing furiously. Rocks, split off during the terrific frosts of winter, are being loosened as the ice melts in the cracks, and come roaring down the grooves and gullies at unexpected moments. The slopes of Kanchenjunga are exceptionally steep, and snow avalanches may start anywhere at any moment, and without warning. In a minute the climbers are swept over a cliff or into a crevasse. One of the most serious difficulties on Kanchenjunga is the fact that so much of the rock is covered with ice. Apart from the technical difficulties of ascending an ice cliff, at very low temperatures ice becomes extremely hard, almost defying the axe. There is no recognised route up the mountain; a way has to be found. That alone may mean the loss of valuable time. A check near the summit may drive the climbers down to seek another route; and then it may be too late.—F. KINGDON-WARD.

FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS OF TOPICAL INTEREST.



THE OLDEST CANNON YET FOUND IN SWEDEN: AN INTERESTING OAK-MOUNTED PIECE OF FOURTEENTH-CENTURY ORDNANCE DISCOVERED IN A WATERWAY AT STOCKHOLM.

Recent dredging operations in the Riddarholm Canal, one of Stockholm's oldest waterways, led to the discovery of this old piece of ordnance and a large and almost intact sloop. The Curator of the Stockholm Ordnance Museum dated the cannon to the fourteenth century, and it is stated to be the oldest yet found in Sweden. With its oak mounting, it is very well preserved. Steps were taken to raise the wreck of the sloop.

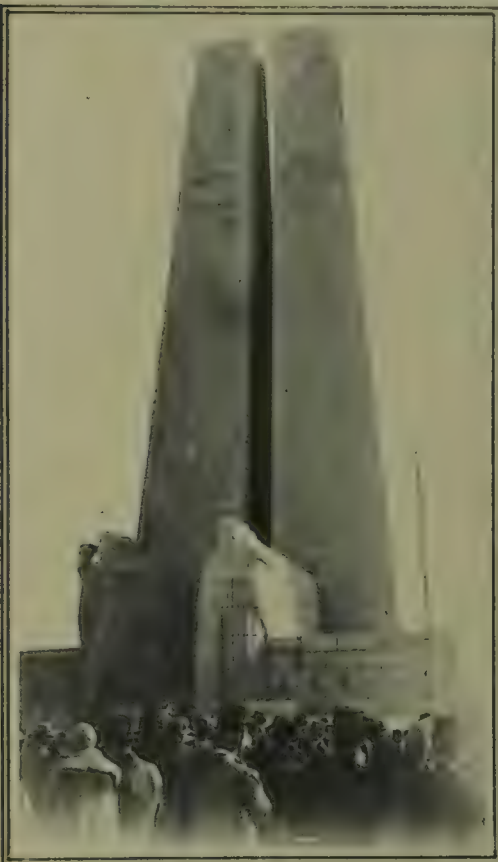


ANOTHER DISCOVERY ON THE APPIAN WAY (BESIDES THOSE ILLUSTRATED ON PAGES 290 AND 291): A MARBLE SARCOPHAGUS, WITH A FINE RELIEF OF CUPIDS, FROM THE PRETESTATO CATACOMBS, NEAR ROME.

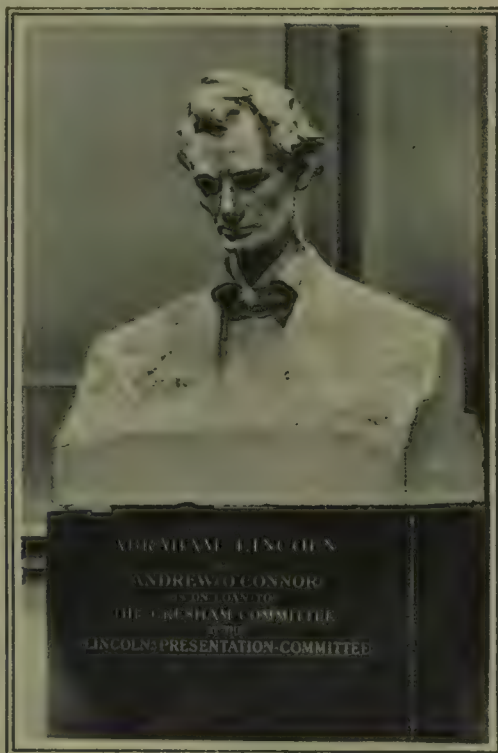


THE "MARRIAGE" SARCOPHAGUS—SO NAMED FROM THE PAIR OF FIGURES ON THE LID: ONE OF SEVERAL, BEAUTIFULLY SCULPTURED IN MARBLE, RECENTLY FOUND IN THE CATACOMBS OF PRETESTATO.

According to some brief particulars supplied with the two photographs reproduced above, several beautifully sculptured marble sarcophagi were discovered recently during excavations in the Catacombs of Pretestato, on the Appian Way, near Rome. The one shown in the upper illustration has been termed the sarcophagus of the Loves, from the little Cupids at play in the relief carved upon it. The other one has become known as the sarcophagus of the marriage, by reason of the pair of recumbent figures on the lid. Other interesting discoveries on the Appian Way, on the site of an ancient church, are illustrated on pages 290 and 291.



THE TWIN OBELISKS OF THE SUEZ CANAL WAR MEMORIAL: THE MONUMENT UNVEILED AT ISMAILIA. This monument, commemorating those who fell in the defence of the Suez Canal, was unveiled at Ismailia on February 3, before representatives of the Allied nations. An address by the Marquis de Vogüé recalled the exploits of H.M.S. "Hardinge," the French cruisers "Requin" and "Dentrecasteaux," and the troops from Europe and Australasia.



THE BUST OF ABRAHAM LINCOLN UNVEILED IN THE ROYAL EXCHANGE: "A MEMORIAL TO A MOST NOBLE LIFE."

This fine bust of Abraham Lincoln, as he was in middle life, before the American Civil War, was unveiled on February 12 (the anniversary of his birth) by the Lord Mayor at the Royal Exchange. It is the work of a well-known American sculptor, Mr. Andrew O'Connor, who gave it to the Lincoln Committee, by whom it has been presented to the Gresham Committee. It was carved from limestone quarried near Lincoln's birthplace, in Kentucky. Lord Crewe, in an address, described it as "a lasting memorial of our homage to a most noble life."



"THE CAPTAIN WENT DOWN WITH HIS SHIP": THE GERMAN LINER "MONTE CERVANTES" AFTER SHE HAD "TURNED TURTLE" IN THE STRAITS OF MAGELLAN—THE SHIP'S STERN, WITH RUDDER AND TWIN SCREWS, ABOVE WATER.

The traditional heroism of sea captains was once more exemplified when (as noted in our issue of February 1) the Hamburg-South-America motor-liner "Monte Cervantes" (13,913 tons) turned turtle and sank, on January 22, in the Beagle Channel of the Straits of Magellan, off Tierra del Fuego. She had gone aground while returning from a holiday cruise, with 1200 passengers and crew on board. They were all safely landed on the island of Ushuaia, after seven hours in open boats, but the commander, Captain Dreyer, remained on the bridge to the last, and went down with his ship.



THE WINNER OF THIS YEAR'S WATERLOO CUP: CHURCH STREET (WEARING THE RIBAND) WITH HIS OWNER, MR. TOM NOBLE, JUN., AND MRS. NOBLE, AT ALTAR.

This year's Waterloo Cup, the chief coursing event, was won at Altcar on February 14 by Church Street, a second-season brindled dog owned by Mr. Tom Noble, jun., and running in the nomination of Mr. G. Smith. In the final he beat Sir R. Woodman Burbidge's Winspear. The other semi-finalists were Lord Rosebery's Danielli and an Irish dog, Stockwell Street. Mr. Noble only took up coursing about two years ago, and Church Street was his first purchase.

THE CAPE-TO-CAIRO ROUTE.

Special Supplement to The Illustrated London News.

(This Supplement has been compiled by LEO WEINTHAL, C.B.E., F.R.G.S., Chief Editor of "The African World.")



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The Romance of the Cape-to-Cairo Route.

By the Right Hon. GENERAL J. C. SMUTS, P.C., C.H.

THE Cape-to-Cairo Route was the vision of Cecil Rhodes, and the land called after his name was his great creation, and, incidentally, the greatest step forward towards the realisation of the vision. His ideas have been fruitful and vital, and have proved creative beyond the short measure of his life. The dreams which he dreamt are rapidly coming true, and my life-work has been largely occupied with the problems which proved so difficult to him. His experience was essentially South African, and he died without even having seen the Victoria Falls. I, on the other hand, besides being a South African, have graduated in the University of Central Africa, and passed one of the most arduous years of my life amid the scenes and surroundings of Central Africa, through which the great route will pass. And I have felt the fascination of this continent, and of its dark, mysterious interior. In 1857 a railroad was simultaneously begun from Alexandria in the north, from Cape Town in the south. For a generation progress was slow. But thereafter the conception of Rhodes gave new inspiration and a fresh momentum to the great enterprise, and the two ends have been approaching each other in recent years at a pace which must soon lead to the completion of the route. And, when it is complete, what will undoubtedly be one of the great historic achievements of Western civilisation will have been accomplished. The story



A GREAT SOUTH AFRICAN WHO HAS "GRADUATED IN THE UNIVERSITY OF CENTRAL AFRICA," THROUGH WHICH THE CAPE-TO-CAIRO LINE WILL PASS: THE RT. HON. GENERAL J. C. SMUTS, P.C., C.H.

unworthy to rank with the opening of the Suez or the completion of the Panama Canal. We are living in a century of engineering triumphs, and the Cape-to-Cairo Railway will rank with the most eventful of them. But when the engineer has completed his task something will still remain beyond the range of mechanics. Africa will remain the unique, the indefinable, the most baffling of the continents. But its fascination will no longer be confined to the select circle of great travellers and discoverers and mighty hunters. The route, once in active operation, will make the great secret of Africa the possession of all who care to travel. They may all partake of the spirit of Africa and feel its mystery and hear its deep appeal as from the very heart of Mother Nature. Here is peace beyond the power of man to make or mar. And here in the years to come thousands will seek that quiet and renewal which they can no longer find in the great centres of human civilisation. The peace here is indeed overpowering. I found it even amid the movement and bustle of a most harassing campaign. The human in Africa is reduced to a minimum. On that vast scale of nature man figures very small indeed. Nature not only towers aloft in solitude and grandeur, but she absorbs, insinuates herself, influences and assimilates the human, until it passes into harmony with herself. That is what Livingstone and Selous and all the great generation



ON THE SOUTHERN SECTION, ALREADY IN BEING, OF THE PROSPECTIVE CAPE-TO-CAIRO RAILWAY: THE "UNION EXPRESS" NORTHWARD BOUND ON ITS 900-MILE RUN FROM CAPE TOWN TO JOHANNESBURG.

As General Smuts points out, the two ends of the projected Cape-to-Cairo Railway—starting from Cape Town in the south and from Alexandria in the north—have been of late years fast approaching each other. The South African Railways, with 13,000 miles of line, serve an area about six times the

size of Great Britain, forming one of the largest State-owned systems in the world. The "Union Express," a train de luxe, does the 900 miles from Cape Town to Johannesburg in twenty-eight hours.—[From the Drawing by C. E. Turner. Copyrighted.]

is one of unwearied pioneering, of hardships endured, of incessant path-finding, of sufferings and hopes, of triumph and defeat. Its narrative is a record of adventure, intensive exploration in the virgin regions of Africa, which embodies the fruitful wanderings of the Voortrekkers and their adventures, the memorable

discoveries of Livingstone, Stanley, Wissmann, Burton, Speke, Baker, and many others, brought into relation with the work of the modern railway builder, one of the true romantic figures of the age.

The completion of the Cape-to-Cairo Railway will mark an epoch in the history of the world not

of pioneers between them felt and realised. And the same experience will, through this route, become open to all who have eyes to see and ears to hear the unspoken message of Africa.

J. C. Smuts

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SOUTH AFRICA: A LAND OF PROMISE.

By A. H. TATLOW, F.R.G.S.

SOUTH AFRICA is a haunting country, infinitely mysterious, beautiful, and strange. Among all the countries of the world it stands out a lonely and even a distracting figure, compelling interest and prolonged attention by reason of its unlikeness to any other, its essential peculiarity, and its boding aspect of aloofness. Nearly everybody who has visited us bears willing or grudging witness to its penetrating lure. A country in the making, such as South Africa is to-day, cannot fail to interest every visitor. The history of its coloured races, the extraordinary wealth and variety of its indigenous flora and fauna, and the

geological and social problems which await solution—all go to stimulate inquiry into this, one of the most precious of the British Dominions.

Cape Town is a city that lies at the very tail-end of Africa. It is one of the most beautiful cities of all the earth, as it were, in a cup in the crags at the edge of the world, and in its bay the warm waters of the Indian Ocean mingle with the icy currents of the unknown Antarctic seas. Over it towers the great Table Mountain, with the Lion's Head on one side and the Devil's Peak on the other, and this mountain is not strange only for its shape (for it rises perpendicular and four-square like a table), but because it is often masked and shrouded by a wonderful white cloud, which covers its flat top like a cloth and pours down its precipices in great folds and wreaths of mist.

Sir Francis Drake said: "This Cape is truly a most stately thing, and the fairest Cape we saw in the whole circumference of the earth." No place on earth resembles Cape Town, however remotely. It is scarce four hundred years old, as civilisation measures time, but the Spirit of Antiquity has elected to reside there, and has moulded the city and its environs to enshrine and to reflect

becomingly the complex witchery and graces of a thousand ages. Above all stands that incomparable grand old mountain, keeping ceaseless watch and ward upon the lower world.

From the Karoo to the Witwatersrand is not a far cry. As regards Johannesburg, it is only a fact to state that what was bare veldt a little over a quarter of a century ago is now a city the rateable value of which is somewhere in the region of about fifty millions. From the days of the rude mining camp it can now boast streets and commercial buildings which would be a credit to any city in the world, electric light and tramcars, well laid-out suburbs, and prosperous-looking residences. Johannesburg is no longer a place where men go only to make money and depart, but is a fine city with wide expanses where the cultured work and live. The energy, the skill, the genius with which the gold deposits have been attacked and captured tend to the history of Johannesburg in its industrial progress an interest or romance. But for the form or wealth which can be measured in money men will always put forth their best powers, and it is because there are people in Johannesburg who know the value of wealth in other forms, and who aim at making the city something more than a money-grubbing market, and who aim at making their city a place where they can be pleased to live, that Johannesburg has won her real distinction. It is

Art Gallery; to have established an important University, and maintained a fine municipal orchestra and art school. To see grim, rocky hillsides turned into smiling gardens and crowned with homes as pleasant and as beautiful as any in the world, to pace the busy streets of a stately metropolis, where so recently the eye was offended by the ugliness and squalor of huts flung up for a temporary population, is indeed a record worthy of the pride in their city felt by its gallant pioneers.

"Good wine needs no bush," and Natal does not require extravagant advertisement. The journey from Johannesburg to Durban brings prominently to the eye of the traveller the wonderful resources of the Garden Colony. In Durban, Nature has painted with a lavish brush. Max O'Rell once referred to Durban as "the prettiest and most coquettish town in the South African Colonies," and if that be the opinion of a visitor and writer of much insight and observation two decades ago, what would be the opinion of those who visited the town of Durban to-day—after its years of watchfulness in all matters of progressive municipal import?

Literally, one of the biggest assets this wonderful Land of Promise of ours possesses is the glorious Drakensberg Range, especially that section of it embraced between Mont-aux-Sources and Giants' Castle. Europe has its Switzerland, famed throughout the world for the splendour of its mountain scenery. But, though the scenery is unchangingly beautiful, and the familiar Alpine monarchs retain a ceaseless fascination for the mountaineer, yet at this date the charm of novelty and newness for many Alpine tourists has worn off. It is here that the Drakensberg range, particularly that portion known as the Mont-aux-Sources group, towering to heights of 12,000 feet, makes its challenge to all lovers of Nature in her grandest and most sublime moods. Here the geologist, the botanist, and the naturalist can find in every direction opportunities for original research work of the most valuable character, and the mountaineer and sportsman can revel in regions untrodden from the beginning of time. The health and pleasure seeker can also hardly fail here to obtain new energy and new inspiration.

South Africa is our inheritance! It may not have put gold in our pockets, but it has put it in

our hearts; it may not have given us broad acres, but it has given us broad visions. South Africa!—to us the land of long distances, "The Land of Promise," and with it a "Land of Wonderful Achievements."



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BEIRA & MASHONALAND and

RHODESIA RAILWAYS

CECIL RHODES'S DREAM.

By the Right Hon. L. S. AMERY, P.C., M.P.

DAY by day almost, Rhodes's dream of an Africa under British control, and linked from the Cape to Cairo by telegraph and by railway—and he would, of course, have included by motor-road and by air routes if he had known of them—is being realised under our eyes. The first critical and decisive step was taken in 1885, when the Imperial Government intervened to annex Bechuanaland, Rhodes's "Suez Canal to the North." The next was the formation of the Chartered Company and the occupation of the Rhodesias. Here Rhodes's scheme seemed to have received its final check, at least so far as territorial control was concerned, by the extension of the Congo Free State to the west shore of Lake Tanganyika, and by the Anglo-German Treaty which recognised Germany's claim to the whole of the broad territory east of the lake to the Indian Ocean. It required a World War, and a local campaign on the most formidable scale, to undo the results of those delays and hesitations under which his impatient spirit so often chafed.

Politically, too, this Greater British Africa is taking shape rapidly, and the main outlines of its future constitutional structure are already discernible. The closer union of South Africa itself was made inevitable by the South African War, and consummated twenty years ago. But the old ideal of a United South Africa from the Cape to the Zambesi now seems less likely of fulfilment—at least in its original sense of making the Zambesi one of the great political dividing lines of Africa. The economic and general policy of the Union, on the one side, and the prospects held out by the mineral discoveries in Northern Rhodesia, have opened men's minds to the alternative possibility of a new British Central Africa extending from the Limpopo to the Belgian border and the Great Lakes, intermediate in the character of its development between the Union and the three East African territories of Tanganyika, Kenya, and Uganda. These, in their turn, are clearly destined to form a closer union among themselves, whatever may be the precise outcome of the scheme now under consideration. Less definite is the eventual relation to these three main blocks of British Eastern Africa, and to whatever constitutional links may grow up between them, of the Sudan—and, indeed, of Egypt. The only thing clear there is that the position of Egypt as the



THE RT. HON. L. S. AMERY, P.C., M.P.
The author of this article. A former Secretary of State for the Colonies and for Dominion Affairs: and a holder of other high offices, including that of First Lord of the Admiralty.

northern entrance of British Africa will, like her position as the gateway to the Indian Ocean, become of increasing Imperial importance and remain the dominating fact underlying the theoretical situation.

In all this evolution the interaction of economic development and of improvement in the means of transport remain the primary factors. I have already touched on the political consequences of the Northern Rhodesian mineral deposits. They are, I believe, destined to make the Rhodesias in the next ten years what the Transvaal was in the closing decade of the last century—the economic pivot of South Africa. They will afford an economic justification not only for the Lobito Bay Railway, for the Kafue-Sinoia link, and, presently, the Walvis Bay line, but also for railways to the north to bring in supplies and labour, as well as for the Trans-African air service. With the advance northward of the economic and transport centre



THE EMPIRE-BUILDER WHO IMAGINED THE CAPE-TO-CAIRO ROUTE: CECIL JOHN RHODES.

and of a growing white population, north-eastern Rhodesia, Nyasaland, and, in some measure, East Africa beyond, will be drawn more closely into the framework of a rapidly coalescing Africa. It only requires important mineral discoveries in Tanganyika to complete the picture.

To us, all the development is full of interest and fascination. But, to realise the vision and the boldness of political conception that inspired it, we must think in terms not of the Africa of to-day, but of the Africa of forty and more years ago, and of the outlook of the men with whom Rhodes worked and whom he had to enlist to serve his purpose. We must think of that quaint Sleepy Hollow, the Cape Town of the 'eighties, and of the Adderley Street politicians to whom Mafeking was a veritable *Ultima Thule*; and all beyond permanently irredeemable barbarism. We must think of the business men of Kimberley, for whom the world began and ended with the large hole they had fossicked out of the veld. We must think of the British statesmen who had evacuated the Transvaal, evacuated the Sudan, and were only wondering how they could extricate themselves from Egypt and from East Africa. The man who, in that environment, and with such instruments to his hand, could still think in terms of Cape to Cairo—and not as a mere dreamer, but as one whose every action was co-ordinated towards the fulfilment of that dream—was no ordinary mortal.

THE MEN WHO MADE AFRICA.

By the Rt. Hon. LORD BADEN-POWELL, G.C.M.G., G.C.V.O., F.R.G.S.

IT was in 1896. We had got on to the line of the fox with the Salisbury Hounds (Rhodesia), and were having a great gallop, when C. J. Rhodes, who was riding near me, suddenly pulled up and called to me to do the same. "I want you," he said, "to look at this telegraph line. It's going to run right through from Cape Town to Cairo, and before long a railway will follow it. Now look at the posts. In two parts, you see, to screw into each other, each being a carrier's load, and the whole made of iron instead of wood, so as to stand white ants and bush fires. Cape Town to Cairo—mind you. Now come on."

This was typical of Rhodes; his vision, far-reaching as it was, not overlooking small details. He was, with Lugard, Wingate, and others, the connecting link towards civilisation with pioneers and explorers, Livingstone and Stanley, Baker and Gordon, in Africa from North to South. I have just been reading again the fascinating tale of it all in the four volumes of the "Story of the Cape-to-Cairo Railway." As there set forth, the story is a great deal more than that of the railway. It is the romantic story of East Africa as a whole, from Egypt to the Cape. The book is one which, with its pictures and its maps, and its tales of struggle and adventure, of pioneering and exploring, should be "on top" in every great school in the land.

General Smuts has recently given a very interesting *résumé* of the work of Livingstone in the opening up of Central South Africa. In comparing this achievement with that of H. M. Stanley, he said that in fame both stood out probably above all other African travellers. In actual geographical results the work of Stanley ranked first of all African discoverers, and, if one felt inclined, in justice, to award the palm to Livingstone, it was because he was the first pioneer of African discovery, and because he achieved his colossal results *single-handed, with no material equipment and, as it were, by sheer moral force*. The expeditions of Stanley, on the other hand, were equipped on a lavish scale. He thought that, had Stanley gone out with the same equipment as Livingstone possessed, he would probably not have achieved such results.

The above italics are mine, since, without wishing in any way to detract from Livingstone's wonderful work, I should like, in common justice to another, to say that, had it not been for the generous, though unobtrusive, help of one friend, Livingstone could not have accomplished all that he did. That man was William Cotton Oswell, who equipped and led the first expedition to explore the River Zonga and Lake N'gami, which expedition Livingstone accompanied as a "Tenderfoot" in 1851. Oswell supplied the means which enabled Livingstone later to join the expedition into Sebitoani's country and to the Zambesi. Then, when Livingstone was hampered in his further expeditions by a sick wife and children, Oswell freed him by arranging at his own expense for their conveyance to the coast and subsequently to England. Later on, he arranged also for Livingstone to visit England,



CECIL RHODES TELLS "B.P." HIS PLAN FOR A RAILWAY LINE TO FOLLOW THE TELEGRAPH LINE AND RUN FROM CAPE TOWN TO CAIRO: A DRAWING BY LORD BADEN-POWELL.



THE MAN TO WHOM RHODES CONFIDED HIS DREAM OF A CAPE-TO-CAIRO RAILWAY: LORD BADEN-POWELL—WITH LADY BADEN-POWELL.

whence he returned with his work recognised, and his outfit more adequately equipped and financed for his further work.

The story of the railway from the Cape to Cairo teems with the lives of "strong and silent men," who gladly faced hardships and dangers that Africa might live.

The CENTRAL MINING—RAND MINES GROUP

The Central Mining and Investment Corporation, Ltd.

(INCORPORATED IN ENGLAND).

CAPITAL - - £3,400,000

In 425,000 Shares of £8 each.

DIRECTORATE :

SIR R. SOTHERN HOLLAND, BART. (*Chairman*).
 R. W. FFENNELL. F. R. PHILLIPS, M.C. MAURICE DE VERNEUIL.
 OCTAVE HOMBERG. Lieut.-Col. S. H. POLLEN, C.M.G. Sir EVELYN WALLERS, K.B.E.
 F. HEIM. A. W. ROGERS. JOHN MARTIN.

Summarised Balance Sheet as at 31st December, 1928 :

Dr.				Cr.
Capital	£3,400,000	Government Securities and Debs.	£3,995,419	
Reserve	1,900,000	Mining and Industrial holdings	4,254,950	
Sundry Creditors	6,766,812	Sundry Debtors	236,993	
Final dividend and Balance unappropriated	326,728	Loans	2,898,555	
		Cash	1,007,623	
	<u>£12,393,540</u>		<u>£12,393,540</u>	

Head Office : 1, LONDON WALL BUILDINGS, LONDON, E.C.2.

Johannesburg Office : THE CORNER HOUSE.

RAND MINES, Limited.

(INCORPORATED IN THE UNION OF SOUTH AFRICA).

CAPITAL - - £550,000

In 2,200,000 Shares of 5s. each, of which 74,005 Shares are in reserve.

DIRECTORATE :

A. W. ROGERS (*Chairman*). F. RALEIGH (*Managing Director*).
 W. MOSETHAL. J. MARTIN. F. G. C. E. ROBELLAZ.
 Sir EVELYN WALLERS, K.B.E. J. L. JOURDAN. W. H. A. LAWRENCE.

Summarised Balance Sheet as at 31st December, 1928 :—

Dr.				Cr.
Capital	£ 531,499	Property, etc.	£ 95,697	
Reserve	2,303,167	Shares, Debentures and Govt. Stocks	2,738,969	
Sundry Creditors	577,186	Sundry Debtors, etc.	269,695	
Balance unappropriated	897,792	Cash	1,205,283	
	<u>£4,309,644</u>		<u>£4,309,644</u>	

Head Office : THE CORNER HOUSE, JOHANNESBURG.

London Office : 1, LONDON WALL BUILDINGS, LONDON, E.C.2.

The Central Mining—Rand Mines Group includes the following Mining Companies:—

City Deep, Limited.
 Consolidated Main Reef Mines & Estate, Limited.
 Crown Mines, Limited.
 Durban Rodepoort Deep, Limited.
 East Rand Proprietary Mines, Limited.
 Geldenhuis Deep, Limited.
 Glynn's Lydenburg, Limited.
 Modderfontein B. Gold Mines, Limited.
 Modderfontein East, Limited.
 New Modderfontein Gold Mining Company, Limited.
 Nourse Mines, Limited.
 Onverwacht, Platinum, Limited.
 Rose Deep, Limited.
 Transvaal Gold Mining Estates, Limited.
 Village Deep, Limited.
 Witbank Colliery, Limited.

The operations of the Witwatersrand Gold Mines of the Group for the year 1929 are summarised as follows:—

Tons Milled	13,184,800
Total output, fine ounces	4,229,585
Total Working Revenue	£18,014,330
Total Working Costs	£13,641,749
Total Working Profit	£4,372,581
Revenue per ton milled	27s. 3'9d.
Working Costs per ton milled	20s. 8'3d.
Working Profit per ton milled	6s. 7'6d.

Apart from its South African mining and other holdings, the Group has important interests in the oil industry. Trinidad Leaseholds, Ltd., a successful Company holding about 73,230 acres in the Island of Trinidad, B.W.I., is controlled by the Corporation, and has already distributed in dividends a total of £2,142,218. During the year ended 30th June, 1929, this Company produced from its own fields, 431,584 tons of oil and purchased from other Companies, 449,940 tons. Its refineries now have a capacity of 80,000 tons per month, and during the last financial year the throughput was increased from 649,683 to 927,430 tons. In spite of the low prices obtaining for oil products, the profit improved to £432,840, and the dividend was increased from 27½% to 30%.

The Central Mining and Rand Mines, Ltd., together with Trinidad Leaseholds, hold the controlling interest in the North Venezuelan Petroleum Co., Ltd., which is developing a large concession of approximately 2,000 sq. miles in the State of Falcon, Venezuela. An extensive programme of geological investigation is being carried out and a number of favourable areas have been located. Geological and drilling operations are in progress, and this work is shortly to be extended.

In October, 1928, a subsidiary Company, Tocuyo Oilfields of Venezuela, Ltd., was floated with an issued capital of £2,000,000 to acquire 85,600 acres of the North Venezuelan Petroleum Company's concession. Drilling is actively being carried on and high-grade oil in commercial quantities has already been proved in 11 wells. A railway is to be constructed and a pipe line is being laid to the coast. The work is being pushed rapidly ahead in order that the production stage may be reached at the earliest date possible.

EMPIRE-BUILDERS OF SOUTH AFRICA: CECIL RHODES, ALFRED BEIT, AND THEIR COLLEAGUES.

By SIR OTTO BEIT, BT., K.C.M.G.

AS the years pass, the memory of occurrences which were all-absorbing for a time fades with them. Thus we who have lived through the exciting period of the transition of South Africa from a purely pastoral State to a rich and prosperous industrial unit of the British Empire note with astonishment the present-day youths' seeming want of knowledge of that era. Empire-builders there have been at all times, and amongst them Cecil Rhodes and his associates are entitled to claim their places with every justification and acknowledgment of their success.

Consider, first, Cecil Rhodes arriving at the diamond-fields of Kimberley and working up what, at best, could only be called a small mining venture into an industry of the foremost importance. Only a genius could have seen how, by regulating the production of precious stones, for which the demand would of necessity always remain a limited one—though steadily increasing with world prosperity—a great development could be brought about; and this scheme first brought Rhodes into contact with Alfred Beit. That was in the late 'seventies of last century, and ever since, though, naturally, with interruptions, progress has remained assured for the diamond-mining industry of South Africa. A great monopoly was created, and, as was but right, its originators benefited largely by it.

and on this concession the civilisation of the North has since been built up.

Indeed, there were a number of men in South Africa in those days upon whom Cecil Rhodes exercised an extraordinary fascination and influence, and whom he was able to "enthuse" in the interests of his Empire schemes. Foremost amongst these I would mention Dr. Jameson (later Sir Starr Jameson), a curiously intense, warm, yet cynical nature, who would have given his all for Rhodes, and was deeply imbued with the greatness of his vision. Thus came about the realisation of the great plan for the occupation of Mashonaland, the more eastern of the two territories under the iron rule of the king of Matabeleland, King Lobengula.

Early in 1890 an expedition of pioneers with military equipment was formed for entering the country, and was accompanied by Mr. A. R. Colquhoun, whose office became that of the first administrator of Mashonaland. We must not dwell too long on the happenings in these early days—how, very soon, the relations with King Lobengula became strained, and how it became necessary to occupy Matabeleland as well on behalf of the British Crown, and thus bring the whole of these vast territories under British rule. Very soon it had become clear that an extension of the railway from Vryburg, then its northernmost point, towards Mafeking and its farther goal would become necessary. A survey for this then gigantic scheme

products of Southern and Northern Rhodesia, and schemes are afloat for further facilities within those two territories. Motor-traction, too, plays an ever-

increasing part in the way of feeders to the railway system; but, throughout, the idea of the Cape-to-Cairo Railway has been kept in sight. Rhodes died in 1902, and in 1906 his friend Alfred Beit followed him; and the testaments of these two friends show how their minds and deeds were devoted to the development of Africa and the Empire far beyond their deaths. Rhodes's great and generous will need not be recalled here; whilst Alfred Beit, in a striking paragraph of his will, left a vast sum of money for the development of railway communications in Southern and Northern Rhodesia, and, in particular, in connection with what is known as "The Cape-to-Cairo Railway," as well as for charitable and educational

purposes in the Rhodesias.

The trust thereby imposed upon the friends he nominated has not proved an easy one, for the great sums it deals with need wise and cautious administration; but the present trustees are devoted to their task, and the writer is deeply indebted to the colleagues who are helping him in that work. How far the idea of the direct Cape-to-Cairo route will



SIR OTTO BEIT, BT., K.C.M.G.

Author of the article on this page. A Director of the British South Africa Company, and of Rhodesia Railways; Senior Member of the Rhodes Trustees; and a Member of the Governing Body of the Imperial College of Science and Technology. The founder of the Beit Memorial Fellowship for Medical Research.



SIR ABE BAILEY, BT., K.C.M.G.

An original co-operator in the African Trans-Continental telegraph lines. Member of the Legislative Assembly, Barkly West, 1902, and Krugersdorp, 1910-24. Was educated in England, and served in the Boer War, for which he received the King's and Queen's medals and six clasps. Recipient of the Union Medal for the Union of South Africa.



THE LATE SIR STARR JAMESON, BT., C.B.
Formerly Senior Member of the Rhodes Trustees.

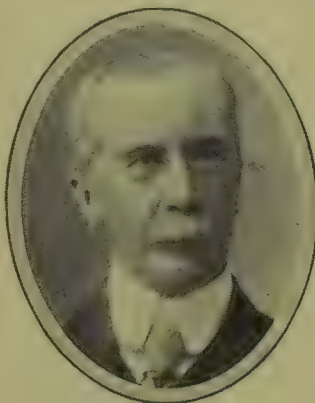


THE FOUNDERS OF RHODESIA: THE RT. HON. CECIL JOHN RHODES
AND MR. ALFRED BEIT.



THE LATE SIR CHARLES METCALFE, BT.
Chief Engineer of the Cape-to-Cairo Route.

The wealth so accumulated, however, was to a great extent used by Cecil Rhodes for his vast Empire development schemes. His eye and mind had always been on the great "Hinterland" reaching to the north of the Cape Colony and into the vast, and then but little-known, stretches of Central Africa. It soon became apparent that other nations also had an eye on these territories, and Rhodes felt that there must be no delay if the Union Jack was to float over them. Rochfort Maguire, whom Rhodes had met in Kimberley, agreed to go north and obtain a concession from King Lobengula. It was a great and hazardous undertaking, but entirely successful,



THE LATE HON. SIR LEWIS
MITCHELL, K.C.M.G.
An executor of Cecil Rhodes's will.

was prepared. This brought into the arena another of Rhodes's staunch friends, the late Sir Charles Metcalfe, an associate in a firm of civil engineers in London, Sir Douglas Fox and Partners. The cost of that railway extension was enormous. Speed was the main object, and money had to be found rapidly, so Rhodes appealed to his friend Alfred Beit, who, in the meantime, had, more than even Rhodes himself, interested himself in the development of the gold-fields of the Witwatersrand, in the Transvaal.

Figures of those days mean little now, but the backing which Alfred Beit gave to Rhodes made the construction of this railway possible and a reality. Vast developments have since taken place on the system, which has become one of the two main feeders for the North, stretching far further than appeared possible in those early days, though it never seemed unlikely to Rhodes, who, his eye and mind ever going ahead of his time, saw that some day his line would form part of the great trunk route from south to north of the continent of Africa.

To-day the country north of the Zambesi is opening up at a rate which shows the enormous benefit of the early and gradual railway development. The two railway lines to the Cape and to the east coast at Beira are fully employed with the import of the needs and the export of the

ever be carried through is a matter for the future to determine. It may be doubted whether it will

ever be carried out as a continuous whole, as the Central African Lakes offer a cheaper and convenient means of transport over a considerable portion of the route before the line can link on to the one coming south from Cairo through the Sudan.

Moreover, to-day, railways, where they do not precede a desired development, follow the opening-up of territories,

and it seems more likely that outlets will be sought to the east and west coasts of Africa as facilities are needed.



SIR H. BIRCHENOUGH, BT., K.C.M.G.
President of the British South Africa Company.

UNION CORPORATION, LIMITED

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

CAPITAL: £875,000 in 1,400,000 shares of 12/6 each.

Directors: SIR HENRY STRAKOSCH, G.B.E. (Chairman and Managing Director); JOSEPH KITCHIN (Assistant Managing Director); P. M. ANDERSON; Rt. Hon. EARL BUXTON, G.C.M.G.; Rt. Hon. SIR ROBERT S. HORNE, G.B.E., K.C., M.P.; JOSEPH TEMPERLEY.

Principal Officials in Johannesburg: Manager, P. M. ANDERSON; Assistant-Manager, P. STRAKOSCH; Assistant-Manager and Secretary, V. J. RONKETTI; Consulting Mining Engineer, H. R. HILL; Consulting Mechanical Engineer, W. J. CRUDDAS, O.B.E.

Offices: UNION HOUSE, 80, MAIN STREET (P.O. Box 1156), JOHANNESBURG.

PRINCES HOUSE, 95, GRESHAM STREET, LONDON, E.C.2.

Accounts.	1925.	1926.	1927.	1928.
	£	£	£	£
Net Profit ..	352,766	383,990	386,160	428,582
Reserve Account	347,347	429,328	484,213	630,570
Dividends per share	4s. 6d.	5s.	5s.	5s. 6d.

The interests of the Corporation are chiefly centred in mining undertakings in the Transvaal and Mexico, the more important of the South African interests being in the Modderfontein Deep Levels, Ltd., Geduld Proprietary Mines, Ltd., and East Geduld Mines, Ltd., and the principal Mexican interest in the San

Francisco Mines of Mexico, Limited. The Corporation holds substantial interests in certain industrial concerns.

The Corporation also carries on the business of Merchants, Financial and General Agents, Secretaries and Consulting Engineers, more particularly in connection with mining in all its branches.

THE MODDERFONTEIN DEEP LEVELS, LIMITED.

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

CAPITAL: £500,000 in 2,000,000 shares of 5/- each.

Directors: P. M. ANDERSON (Chairman),
C. L. READ.

SIR WILLIAM DALRYMPLE, K.B.E.
SIR HENRY STRAKOSCH, G.B.E.

SIR ROBERT N. KOTZE,
P. STRAKOSCH.

Head Office: UNION HOUSE, 80, MAIN STREET (P.O. Box 1125), JOHANNESBURG.

UNION CORPORATION, LIMITED (SECRETARIES).

London Office: PRINCES HOUSE, 95, GRESHAM STREET, E.C.2.

UNION CORPORATION, LIMITED (LONDON SECRETARIES).

Property.—377½ Claims on the Farm Modderfontein No. 6, Eastern Witwatersrand, held under Gold Mining Licence.

Ore Reserves.—At 31st December, 1928.—3,000,000 tons, averaging 9.0 dwt. per ton.

Results.	1925.	1926.	1927.	1928.
Tons Milled ..	524,100	528,200	529,300	530,300
Working Profit ..	£782,847	£786,316	£785,158	£773,605
Dividends per share ..	6s. 9d.	6s. 9d.	6s. 9d.	6s. 9d.

GEDULD PROPRIETARY MINES, LIMITED.

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

CAPITAL: £1,460,857 in £1 shares.

Directors: P. M. ANDERSON (Chairman),
V. J. RONKETTI.

C. DAVIES,
G. SONN.

SIR ROBERT N. KOTZE,
SIR HENRY STRAKOSCH, G.B.E.

C. L. READ.

Head Office: UNION HOUSE, 80, MAIN STREET (P.O. Box 1125), JOHANNESBURG.

UNION CORPORATION, LIMITED (SECRETARIES).

London Office: PRINCES HOUSE, 95, GRESHAM STREET, E.C.2.

UNION CORPORATION, LIMITED (LONDON SECRETARIES).

Property.—The Freehold of portion of the Farm Geduld No. 4, Eastern Witwatersrand, on which the Company holds Gold Mining Rights over an area equivalent to 2,481 Claims.

Ore Reserves.—At 31st December, 1928—6,100,000 tons, averaging 6.5 dwt. per ton.

Results.	1925.	1926.	1927.	1928.
Tons Milled ..	939,800	976,000	983,500	979,000
Working Profit ..	£554,583	£570,275	£551,377	£485,663
Dividends per share ..	7s.	7s. 6d.	7s. 6d.	6s. 9d.

Note.—The Company has a substantial interest in the Capital of the East Geduld Mines, Ltd., which holds the Mineral Lease of the Eastern portion of the farm Geduld.

EAST GEDULD MINES, LIMITED

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

CAPITAL: £1,000,000 in £1 shares.

Directors: P. M. ANDERSON (Chairman),
V. J. RONKETTI.

SIR ROBERT N. KOTZE,
P. STRAKOSCH.

J. MACG. LOVE.

Head Office: UNION HOUSE, 80, MAIN STREET (P.O. Box 1125), JOHANNESBURG.

UNION CORPORATION, LIMITED (SECRETARIES).

London Office: PRINCES HOUSE, 95, GRESHAM STREET, E.C.2.

UNION CORPORATION, LIMITED (LONDON SECRETARIES).

Property.—2,641 Claims on the Eastern portion of the Farm Geduld No. 4, Eastern Witwatersrand, adjoining the mining property of Geduld Proprietary Mines, Limited, and held under Mineral Lease from the Union Government.

Operations.—The total development footage accomplished since the commencement of operations up to the end of March 1929,

was 35,646 feet, of which 23,960 feet were on reef. Assay results from sampling indicated that 10,125 feet or 42 per cent. were payable. The ore reserve indicated amounted to a total of 1,900,000 tons, of an average value of 6.6 dwt. calculated over an assumed stoping width of 56.5 inches.

The Mineral Wealth of South Africa.

By WILLIAM INGRAM LYON.

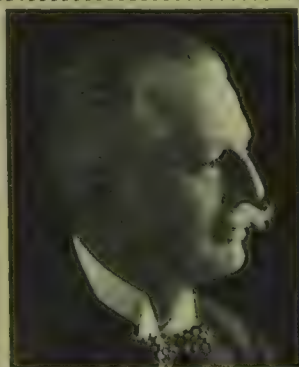
NO history of the great movement which is gradually shaping itself in the continent of Africa would be complete without a reference to the great mineral wealth which South Africa has contributed to the needs of the world, especially as the mineral possibilities of the vast hinterland which then lay beyond the Limpopo formed an essential link in the scheme which secured Rhodesia for the Empire. Cecil Rhodes, through his association with the diamond-fields of Kimberley, and, later, with the early discoveries on the Rand, well knew the stimulating effect mineral development had had on the colonisation of countries, and the general prosperity which mining had brought in its train. Sanguine as he undoubtedly was, it is inconceivable that even he could have visualised the enormous deposits of copper ore which, within the last few years, have been disclosed in Northern Rhodesia, and promise within the next ten years to make Rhodesia one of the foremost copper-producers in the world.

The economic history of South Africa is closely bound up with the development of its

drawing from all quarters of the world those willing to stake their futures in a gamble in which all had

equal chances. There was disappointment at first, for the yellow ground in which diamonds had been found proved shallow, and it was more by good fortune than judgment that the underlying "Kimberlite" was tested and its richness and permanency were exposed. Kimberley thrived, the necessities of the camp proving a market for every kind of commodity: the place became a consuming centre that enriched the whole country. Deeper and deeper the blue ground was dug, until the inevitable collapse of retaining walls took place, and the camp seemed destined to desertion, not because of an exhaustion of its mineral wealth, but by an inability to extract it, the multitude of individual claims proving an obstacle to concerted action. Order, however, gradually emerged from chaos, and amalgamations and absorptions were engineered by men who had faith in the future and confidence that a big industry could be established if the field could be brought under one authority. Imagination and the control of large capitals were essentials that gradually eliminated all but the most

MINING MAGNATES.



SIR R. SOTHERN HOLLAND, B.T.
Chairman, The Central Mining and Investment Corporation, Ltd.



COLONEL S. B. JOEL, J.P.
Chairman, The Johannesburg Consolidated Investment Company, Ltd.



MR. LEOPOLD ALBU.
London Managing Director of the General Mining and Finance Corporation, Ltd.



SIR HENRY STRAKOSCH, G.B.E.
Chairman, The Union Corporation of South Africa, Ltd.



SIR ERNEST OPPENHEIMER, M.L.A.
Chairman of the De Beers Consolidated Diamond Mines, and the Anglo-American Corporation of South Africa, Ltd.



MR. JEAN JADOT.
President, Union Minière du Haut Katanga.



MR. JOHN MARTIN.
President, Witwatersrand Chamber of Mines.

vast mineral resources, the value of which (to date) amounts in round figures to a total of £1,500,000,000, to which gold has contributed £1,000,000,000 and diamonds £300,000, coal and copper being the remaining factors.

Before the discovery of diamonds in 1869, South Africa occupied little space in the eyes of the public, for its exports of wool, hides, and other agricultural products were too prosaic to attract the attention of the adventurous. The discovery of precious stones on the banks of the Vaal River and the subsequent exposure of diamondiferous deposits in Kimberley brought about a complete revolution, and the indifference with which South African prospects had hitherto been regarded gave place to eagerness to participate in discoveries that gave promise of a fortune to the industrious and fortunate. Kimberley became a lode-stone,



MR. HENRY LEWIS.
Chairman, Lewis and Marks, Ltd.



MR. THEODORE MARKS.
Chairman, Crown Diamonds Co.;
Director of Vereeniging Estates, Ltd.

powerful of the competitors who strove to gain control, and there emerged such outstanding figures as Cecil Rhodes, "Barney" Barnato, Alfred Beit, and J. B. Robinson; while Messrs. N. Rothschild and Sons assisted by financing many of the deals, including the famous De Beers Consolidated Mines, which for many years dominated the diamond market, and even to-day is the most important partner in the diamond syndicate.

After the initial difficulties had been overcome and the mining of the blue ground had begun on a really large scale, the success led to further discoveries of diamond pipes, the most important being that of the famous Premier Diamond Mine, in the Transvaal, which gave to the royal regalia the celebrated Cullinan Diamond, one of the largest "stones" ever found.

(Continued overleaf.)

General Mining & Finance Corporation, Ltd.

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

Authorised Capital - £1,500,000.

Issued Capital - £1,264,579.

IN 1,264,579 SHARES OF £1 EACH.

Directors:

SIR GEORGE ALBU, Bart.,
Chairman and Managing Director in
South Africa.
LEOPOLD ALBU,
Managing Director in London.
(Alternate, C. E. FARQUHARSON.)
JACOB FREUDENTHAL.
(Alternate, ERROLL HAY.)
ARTHUR FRENCH.

Local Board in London:

LEOPOLD ALBU (Chairman).
JACOB FREUDENTHAL.
MARTIN LUEBECK.
F. W. CHAMBERS.

Managers:

Head Office (Johannesburg):
ARTHUR FRENCH,
Manager.

C. E. FARQUHARSON,
Sub-Manager.

London Office:
JACOB FREUDENTHAL,
Manager.

F. W. CHAMBERS,
Sub-Manager.

Technical Adviser:
ERROLL HAY.

Chief Electrical
and Mechanical Engineer.
H. W. CLAYDEN.

Chief Surveyor:
G. O. PATERSON.

Chief Metallurgist:
F. A. G. MAXWELL.

Secretary:
H. W. DALTON.

London Secretary:

B. M. IVISON (Acting).

Companies' Secretarial and Transfer Department:

A. GREGOR.
Johannesburg.

W. H. HARRIES.
London.

REGISTERED:—December 30th, 1895, in the Transvaal, to carry on the business of a mining and financial company and to acquire the assets and interests of the firm of G. and L. Albu, of Johannesburg and London. The Company holds shares in, and is identified with the management of, the following group of mines:

MEYER & CHARLTON GOLD MINING CO., LTD. NEW STEYN ESTATE GOLD MINES, LTD. VAN RYN GOLD MINES ESTATE, LTD.
WEST RAND CONSOLIDATED MINES, LTD. WITPORT GOLD AREAS, LTD.

The Company also holds various mining properties, real estate and leasehold property, and is interested in mining, commercial and financial undertakings in Europe and America.

HEAD OFFICE: JOHANNESBURG, General Mining Buildings, Main Street.

LONDON OFFICE: Winchester House, Old Broad Street, E.C. 2.

BERLIN OFFICE: 17, Behrenstrasse, W. 8.

RESPONSIBLE REPRESENTATIVES IN PARIS: Banque de L'Union Parisienne.

JOHANNESBURG CONSOLIDATED INVESTMENT COMPANY, LIMITED.

(INCORPORATED IN THE UNION OF SOUTH AFRICA.)

Capital Authorised £4,500,000. Capital Issued £3,950,000. Reserve Fund £1,000,000.



DIRECTORS: { S. B. JOEL, ESQ., J.P. (*Permanent Chairman.*)
RIGHT HON. THE EARL OF BIRKENHEAD,
P.C., G.C.S.I.
SIR REGINALD ANDREW BLANKENBERG,
K.B.E.
RIGHT HON. SIR ARTHUR S. T. GRIFFITH
BOSCAWEN, P.C.
J. EMRYS EVANS, ESQ., C.M.G.

J. FRIEDLANDER, ESQ.
G. IMROTH, ESQ.
J. B. JOEL, ESQ., J.P.
SIR ROBERT N. KOTZE.
J. G. LAWN, ESQ., C.B.E.
A. R. STEPHENSON, ESQ.
SIR WILLEM VAN HULSTEYN.
WALTER S. WEBBER, ESQ.

Consulting Engineers: G. H. BEATTY—in South Africa. J. G. LAWN, C.B.E.—in England.
General Manager in South Africa: J. H. CROSBY. *London Manager:* W. J. BENSON, C.B.E.
Johannesburg Secretary: M. N. NICOLSON. *London Secretary:* THOMAS HONEY.

Johannesburg Office : Consolidated Building.

London Office : 10-11, Austin Friars, E.C.2.

(Continued.)

The increased output which resulted from these further discoveries of diamondiferous deposits had the effect of reducing the saleable price of diamonds to an unremunerative level, and the industry to a parlous condition. Again, however, the need created



THE LATE SIR JOSEPH
ROBINSON, BT.

A pioneer magnate of the diamond industry and the gold industry of South Africa.

the leader, and, through the instrumentality of Mr. S. B. Joel, there came into existence the famous Diamond - Selling Syndicate, which, by regulating output in accordance with demand, stabilised the industry and created and maintained the confidence of the trade. The benefits have been so evident that to-day the Diamond Syndicate controls the world's output of diamonds, the or-

ganisation proving powerful enough to overcome the difficulties occasioned by the disclosure of rich alluvial deposits that, between 1926 and 1928, flooded the market with stones and led to special legislation in the Union. The discoveries of rich diamondiferous "terraces" on the seashore

output is still in excess of £40,000,000 per annum; and the total output approaches the colossal total of £1,000,000,000, a figure which is, well-nigh incomprehensible. The discovery of a huge gold-containing formation naturally attracted the attention of those who had piloted the diamond industry to success, and the majority of the groups which now control the gold-mining industry are the representatives of the diamond magnates who, in its time of need, saved Kimberley from extinction. The leading group, which still controls the largest proportion of the gold-mining companies on the Rand, is the Central Mining and Investment Corporation, which emerged from the firm of Messrs. Wernher Beit and Co., while the Barnato interests are represented by the Johannesburg Consolidated Investment Co., and those of Cecil Rhodes and his associates by the Consolidated Gold-fields of South Africa. The Anglo-American Corporation, through its inter-allied holdings with Consolidated Mines Selection and Rand Selection Trust, may be said to be associated with the diamond activities of Messrs. Dunkels and Co., a famous Hatton Garden firm, among the first to recognise the importance of the Eastern section of the field, on which the most valuable of the mines are situated. Messrs. G. and L. Albu were prominent in Kimberley, and formed the General Mining and Finance Corporation, controlling several promising properties on the Rand; while the only important newcomer in the field is the Union Corporation, controlling those famous mines, Geduld and Modder Deep, and the promising subsidiary, East Geduld.

As the technicalities of mining and metallurgy would not interest the average reader, it must be sufficient to say that the gold is found in a pebble formation bound together by a siliceous cement containing iron pyrites. Like Kimberley, the Rand had its early troubles. Near the surface the formation had become oxidised, and the recovery of the gold-contents of the ore presented no great technical difficulties. With depth, however, the presence of

pyrites proved a problem until the cyanide was found to dissolve the gold, the metal afterwards being precipitated from the cyanide solution by means of zinc. In the early days of the Rand, the ore was crushed into powder by means of stamp batteries, in effect, heavy weights which were raised and then dropped on the rock, which gradually became broken into fragments, the fine particles being removed from the stamp boxes by a flow of water. To facilitate the work, there were introduced tube mills, which are cylindrical drums, revolving at speed, into which the particles are loaded and are ground against the sides by the centrifugal action of steel balls and hard rock. The finer the particles, the better the extraction obtained.

In recent years, greater reliance has been placed on tube mills, and in all modern installations these

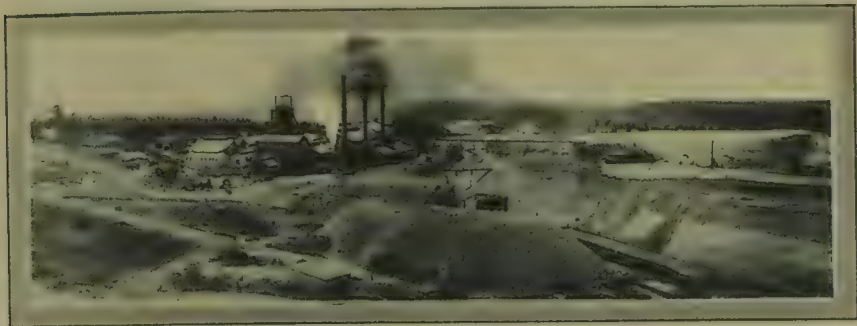
have taken the place of the expensive batteries. The rock, as it is hoisted from the mine, is fed into rock-crushers, which break it into cubes. These then pass to the tube mills, from which they flow into vats, where they are mixed with cyanide solution. This, after dissolving the gold contents, is allowed to flow over zinc shavings, as well as being mixed with zinc powder, which results in the metal being precipitated and recovered. The formation has been likened to a saucer, whose upper lip constitutes the central section of the Rand, which extends for a distance of approximately thirty miles. On either end there is a break in the contour, the western and eastern sides sweeping more or less sharply to the south. The main reef series in the central section is made up of three reefs, which, however, become narrowed to one reef in the eastern side, and to two on the western. There are several other reefs, overlying the main reef series, which contain more or less gold, but they are less consistent than the main reef series, although, in many instances, they provide a considerable tonnage of low-grade ore.

Within the last few years the exhaustion of the ore bodies has drawn attention to the possibilities of a series of stringers found on certain properties above the main reef series in the eastern section of the field. These sometimes give extraordinarily high values, but are very thin, the width not exceeding a few inches. Owing to the mass-production methods in vogue on the Rand, many companies are handling ore on which the profit is only a few shillings per ton. The work in the mines is carried on by natives, the white miners being overseers. The rate of pay for white employees is good, the average rate being £1 per day; while natives, who are housed and fed on the properties, receive 2s. 3d. per day. Contrary to what is generally supposed, the gold-contents of the main reef series, while fairly constant over a wide area, is distributed in zones, which appear to become more widely separated as they recede from the outcrop or surface. There is as yet no indication of the exhaustion of the field,



THE LATE MR. HERMANN
ECKSTEIN.

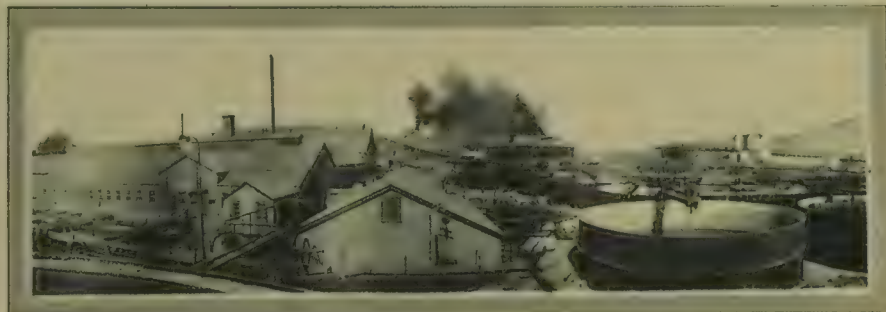
A pioneer magnate of the Rand gold industry.



GOLD IN SOUTH AFRICA: THE ROBINSON DEEP MINE, JOHANNESBURG.

in Namaqualand have been minimised in their economic effects by the taking-over of the territory by the Government of South Africa as a State diggings, the diamonds found (amounting to about £8,000,000) being marketed through the Diamond Syndicate. The total value of the officially recorded diamonds discovered up to the present in the Union amounts to £292,000,000, a considerable portion of which is represented by sums spent locally on commodities, wages, and the manifold needs of a prosperous industry giving employment to a considerable number of white and native employees.

The presence of gold in Africa was known to the Ancients: it is mentioned in nearly all the old writings, and the sources were probably the beds of streams and detrital accumulations. Reef-mining commenced in the Transvaal in 1870, on the discovery of gold-carrying quartz in the Pietersburg district, which was followed by disclosures in the Lydenburg and Pilgrims Rest districts, and also at Barberton, the importance of which faded to insignificance when the Witwatersrand gold-fields were discovered in 1884, to prove to be the most consistent gold-carrying formation so far found. Although it is approaching half a century since the first ounce of the precious metal was produced, the value of the



GOLD IN SOUTH AFRICA: SURFACE WORKS AT THE VAN RYN MINE, OF THE EAST RAND.

which contains the deepest shafts in the world, the well-known Turf shaft of the Village Deep having attained a depth of 7380 feet. It appears, therefore, that the end of the famous gold-field will come by limitations of mining, rather than exhaustion.

BARCLAYS BANK

(DOMINION, COLONIAL & OVERSEAS)

OVER 400 BRANCHES IN THE UNION OF SOUTH AFRICA

KENYA . TANGANYIKA . UGANDA . NYASALAND
NORTHERN and SOUTHERN RHODESIA . PORTUGUESE EAST AFRICA
BRITISH WEST AFRICA . SOUTH WEST AFRICA
BRITISH WEST INDIES . BRITISH GUIANA
MAURITIUS . MALTA . GIBRALTAR
EGYPT . SUDAN . PALESTINE
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Head Office: - 54, LOMBARD STREET, LONDON, E.C.2



THE BANK'S WORLD-WIDE ORGANISATION IS AT THE DISPOSAL OF MERCHANTS, SHIPPERS, SETTLERS AND TOURISTS.

THE Sir Abe Bailey Control.

SOUTH AFRICAN TOWNSHIPS, MINING AND FINANCE CORPORATION, LIMITED.

Head Office : Clewer House, Simmonds Street, Johannesburg.

CAPITAL Authorised and Issued - - - - £988,053

In 1,976,106 Shares of 10/- each.

DIRECTORATE :

SIR ABE BAILEY, BART., K.C.M.G.	..	ALTERNATE	..	W. NELSON.
(Chairman)				
R. T. FORD	..	..	..	SIR WILLEM VAN HULSTEYN, Kt.
J. EMRYS EVANS, C.M.G.	..	..	..	A. AIKEN.
E. M. HIND	..	..	..	..
B. SOUTHWELL	..	..	..	G. B. PASCOE.
W. J. GAU	..	..	..	H. L. L. FELTHAM.
A. A. BARKER	..	..	..	..

The Accounts at 31st December, 1928, reflect the total value of Assets at £1,882,223; this figure is, however, considerably below the present-day market value.

The Corporation owns the following townships in Johannesburg and Pretoria, *i.e.*, Jeppestown, Belgravia, Jeppestown South, Malvern, Fordsburg, Bellevue, half interest in Bellevue East, North Doornfontein, Auckland Park, Rossmore, Kew, Ferndale and Morningside in Johannesburg; and Waterkloof in Pretoria, also numerous erven in Muckleneuk, Brooklyn, Sunnyside, Arcadia and in Pretoria itself.

FARM PROPERTY ACCOUNT.—At 31st December, 1928, the Company held 122 farms in freehold and 114 farms over which the mineral rights are held, all situated within the Union of South Africa. Besides this the Company holds 486,710 acres in Northern, and 21,741 in Southern, Rhodesia.

HOUSES AND BUILDINGS stand at £112,480, and principally consist of a number of houses built by the Company at Waterkloof and Johannesburg, and a large block of shops and flats in Pretoria.

BONDS AND LOANS total £266,765.

SHARE INVESTMENTS are entered at cost or market quotations, whichever is the lower, and at £601,488 are considerably below the market price.

The Company is also interested in, and acts as Secretaries to, the following amongst others:—

SOUTH AFRICAN COAL ESTATES (WITBANK), LTD.

This Company possesses three large and well-equipped pits in the Witbank area. Two of these pits (the Landau and Navigation pits) are at present being worked, and they are between them capable of producing a monthly output of 105,000 tons. The Bailey pit is available at any time (development being sufficiently advanced) to yield a large output if required.

The nominal capital of this Company is £1,000,000 (issued £925,963).

The Garden Township of Clewer, situated in the Witbank district, is owned by the South African Coal Estates, Limited.

The Accounts for the year ended June 30, 1928, showed a working profit of £68,248 10s. 10d. carried to Appropriation Account, which, together with £40,327 16s. 11d. from the previous year, gave a total of £108,576 7s. 9d. From this total Dividends (Nos. 10 and 11 of 5 per cent. and 2½ per cent. respectively, were paid), absorbing £69,447 4s. 6d., Sundry Taxation, £5,696 0s. 8d., and Sundry Depreciation, £20,631 4s. 5d., leaving £12,801 18s. 2d. carried to the Balance Sheet.

LEEUWPOORT TIN MINES, LIMITED.

The issued capital of this Company is £200,000 in 5s. shares, all issued.

Property consists of the freehold of Farm Leeuwpoot No. 1336, district Waterberg—3,962 morgen 255 square roods.

Freehold of portion Rietfontein No. 1335, district Waterberg—3,948 morgen 358 square roods.

Mineral Rights over remaining portion of Rietfontein No. 1335, in extent, 1,099 morgen 84 square roods.

MCCREEDY TINS (SWAZILAND), LIMITED.

The Capital of this Company is £50,000, the property right consisting of certain mineral concessions in Swaziland. The property is an alluvial one, and concentrates of an average assay of 70 per cent. are produced to the extent of approximately seventy tons per annum.

WEST END DIAMONDS, LIMITED.

The capital of this Company is £100,000, all issued, and the Company owns the discovery rights in a proclaimed diamond mine in the Postmasburg district of the Cape Colony. The property is at present being actively worked. Satisfactory monthly profits are being made.

PHOENIX DIAMONDS, LIMITED.

The issued capital of this Company is £49,768. It owns a diamond mine at Theron Siding, O.F.S., which is completely equipped with up-to-date machinery. About 3,000 loads a week are treated, and stones of very good quality and size are found.

THE SOUTH AFRICAN ALKALI, LIMITED.

The issued capital of this Company is £42,126. There is also a debenture issue of £80,000 at 8 per cent.

The Company is the holder of a lease of the farm Zoutpan No. 467, district Pretoria, which runs for twenty-eight years from 19th July, 1922. Carbonate of Soda of excellent quality is being produced by the Company, and it is anticipated that at a later date Caustic Soda will also be produced on a profitable scale.

SHERWOOD STARR GOLD MINING COMPANY, LIMITED.

This Company owns 164 claims in Rhodesia. Its issued capital is £100,000 in 5s. shares. It commenced crushing in March, 1924, and declared its first dividend of 25 per cent. in the following December.

Regular and steadily improving profits are being earned, results for the last 6 months being as follows:—

	Tons Crushed	Recovery	Profit
Quarter ended Sept. 30, 1929	15,000	£26,837	£9,569
October, 1929	4,800	£9,640	£3,767
November, 1929	4,200	£9,523	£3,755
December, 1929	4,400	£9,880	£4,015
January, 1930	4,800	£11,184	£5,631

THE MINERAL MILESTONES OF THE CAPE-TO-CAIRO RAILWAY IN NORTHERN RHODESIA AND KATANGA.

By OWEN LETCHER, F.R.G.S.

MINERAL wealth has been the magnet which has drawn the iron rails northwards from the Cape towards Cairo. First of all, the diamonds of Kimberley; next, the gold of the Rand; then, the auriferous belts of Matabeleland and Mashonaland; and, afterwards, the great base-metal fields of Northern Rhodesia and the Katanga Province of the Congo Belge have been the lodestones which have attracted the twin ribbons of steel northwards and ever further northwards.

TRANS-ZAMBESIA TO THE CONGO.

In 1906 the northern extension system of the Rhodesia Railways reached Broken Hill. After the Zambesi had been bridged within the spray-belt of the Victoria Falls, the line was pushed northwards across the Kafue, and then onwards to the zinc-lead kopjes discovered by T. G. Davey a few years before, and named Rhodesia Broken Hill, because of the similarity of the deposits to those of the Broken Hill of New South Wales. There the line halted for some years. It was almost as if its energies had been expended; as though the rails lacked the force and volition which would carry them on still further, to Bwana M'Kubwa, and to the great copper-belt of the Katanga.

Broken Hill became a busy hive of Central African activity in 1907. Furnaces lit up the Central African sky and threw vivid glares of light over the bushlands. Further north, "Bwana" was being prospected, and Mr. Frecheville's expedition was reporting on Katanga. But Broken Hill had a short-lived period of activity, and, when operations ceased there, a period of comparative inaction spread over South Central Africa, and all railway progress was impeded.

SIR ROBERT WILLIAMS'S GREAT WORK IN AFRICA.

There was, however, at that time one whose faith in the mineral belts was unwavering, and whose courage was indomitable—Sir Robert Williams. Cecil John Rhodes conceived the idea of a Cape-Cairo main trunk route through Africa, but it was Robert Williams who really carried the project through to the Congo, and gave the undertaking an impetus to stretch northwards beyond the Wankie Colliery and that wonder sight of the world, the Victoria Falls. Robert Williams—then a young engineer—had worked with Rhodes at Kimberley, and it was mainly due to his energy and foresight that the Kansanshi Mine and, later on, the copper-belt of Katanga were discovered, or, rather, re-located—they had been worked by the natives for many years—in 1899.

When the George Grey and Holland expeditions set out to explore Katanga thirty years ago, the nearest railway was at Bulawayo, a thousand miles to the south. All transport was by oxen, and for over 300 miles by native carriers only, on account of the tsetse fly. The mines were located. Paths were cut through the forest; rivers were bridged. Friendly relations (which have been undisturbed by violence or disorder) were established with natives who had hitherto known no white men. Prospecting, development, assay, and experimental work were carried through on the mines. At Kansanshi, 2000 tons of copper were produced, and gold worth more than £120,000 has been recovered at Ruwe. These mineral developments in the heart of South Central Africa provided the motive for carrying the line northwards, but to the west of the route as originally contemplated.

Maps of Northern Rhodesia, officially issued by the Chartered Company for many years, showed

a projected line extending from Broken Hill north-eastwards to the south end of Lake Tanganyika. The finding of numerous deposits of copper in the Congo-Zambesi watershed deviated the railway line more truly northwards and westwards to serve the mineral belt, but, in order to obtain an accurate picture of Central African development, and of the personalities who have been responsible for the opening up of the interior, it should be fully appreciated that it was due to Sir Robert Williams's energy and faith in the copper-fields of the far north that the line was carried on beyond Broken Hill.

In the latter portion of the first decade of the present century, Sir Robert applied all his talent,

resources, and energies towards carrying the Rhodesian Railways up to the Congo border. He encountered immense difficulties, but, after protracted negotiations, he secured from the Chartered Company the right to construct the railway from Broken Hill to the Katanga frontier; and he formed a Belgian company to carry the line forward, first to the Star Mine, and then, following the copper-belt, to Bukama, with a western line to the Portuguese frontier, connecting there with the railway from Lobito Bay. He further solidified this co-operation by the master-stroke of an

agreement under which all the profits from these inter-connecting lines were to be pooled and divided *pro rata*, in order that the interest of each railway and country should be the interest of all.

The Benguela Railway, which was completed to Luao, on the Congo-Angolan border, in August 1928, was officially opened by the Portuguese Minister for the Colonies on June 10, 1929, and will link-up at Tschilongo with the main line from Cape Town to

Africa from the Atlantic to the Indian Ocean—from Lobito Bay to Beira, via Katanga and Bulawayo. The effect of this railway on the development of Central Africa cannot be less than that of the Canadian Pacific on the development of Canada, or the Trans-Andine Railway on South America. In the carrying out of this great undertaking, Sir Robert Williams has proved himself a worthy successor to Cecil Rhodes in the development of Central Africa.

NORTHERN RHODESIA'S MINERAL WEALTH.

Northern Rhodesia's mineral development has lagged behind that of Katanga, but the discoveries that have been made on the British side of the water-shed during the past few years have been so important that, in the opinion of many competent mining engineers, the output of the copper-mines in Northern Rhodesia will eventually overtake that of the Katanga. Although the Kansanshi deposit was found in 1899, and the Bwana M'Kubwa and Roan Antelope deposits were located a few years later, it was not until 1922 that any real effort was made to force the development of the Northern Rhodesian copper-belt.

In Northern Rhodesia it was assumed that the ore bodies would display the same characteristics as in the Congo, and that the ore above water-level was representative of the ore body as a whole. Surface showings in Northern Rhodesia did not appear to warrant the expenditure involved in sinking below water-level. The first few drill-holes put down in the N'Kana Concession unfortunately indicated low values of mixed "oxide-sulphide" ores below the present water-level, and it has only been within the last two or three years that the true value of these deposits has been realised.

The work carried out on this mineral belt during the past few years has demonstrated beyond all possibilities of doubt that, in the N'Kana Concession, Northern Rhodesia contains one of the greatest store-houses of mineral wealth in the world, and development and equipment programmes, involving the expenditure of many millions of pounds and the eventual output of as much as 350,000 tons per annum of copper, are in progress there. The Roan Antelope Mine, with Roan Extension and Muliashi, will, in all probability, eventually be found to contain no fewer than two hundred and fifty million tons of ore, and total tonnage may be as high as four hundred million. At the N'Kana Mine there is presumptive evidence to support the view that this is another property containing no less than two hundred million tons of copper ore.

Mufulira, Chambishi, N'Changa and the other discoveries in the N'Kana and Rhodesian Congo Border Concession will each become large tonnage mines, and it is by no means beyond the bounds of reason to estimate that, within the area of the Northern Rhodesia copper-fields at present under attack, there are no fewer than a thousand million tons of copper-ore which will eventually be worked at a profit. Even this enormous total may be greatly exceeded by other discoveries outside the areas at present under exploration. Such are the mineralised watersheds—the great Industrial Milestones—of the Cape-to-Cairo route in South Central Africa. It is these fields, worked by the natives and the Arabs so many years ago, which, under the ægis of the white man and his modern

methods and machinery, are proving one of the richest of the world's possessions, and are helping to speed the railway from the south on to its final goal in the extreme north of the African Continent.



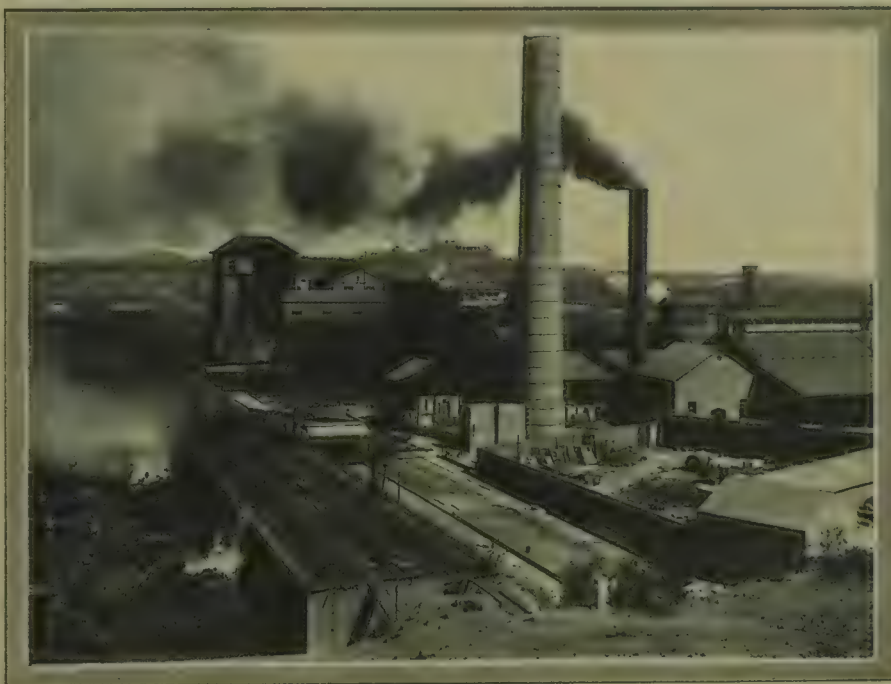
SIR EDMUND DAVIS.

Sir Edmund is a Director of the British South Africa Company and of the South-West Africa Company, and is the moving spirit (with Mr. Chester Beatty) in the rapid development of the great copper-fields of Northern Rhodesia.



SIR ROBERT WILLIAMS, BT.

Sir Robert financed the last section of the Cape-to-Cairo Railway through British territory to the Southern Congo frontier, and completed the Benguela Railway. He is a Director of the Benguela Railway, and Vice-President of the Union Minière du Haut Katanga. He was an active colleague of Cecil Rhodes.



AT THE WANKIE COAL-FIELDS IN SOUTHERN RHODESIA: A PART OF THE PLANT AT NO. 1 COLLIERY.

the Lower Congo early in 1931. This railway will not only open up those countries, but, linked with the Rhodesian and the Beira and Mashonaland Railways, will provide a new highway across Central

THE LONDON AND RHODESIAN MINING AND LAND CO., LTD.

(Registered in the United Kingdom.)

Authorised Capital: £1,000,000 (in 4,000,000 shares of 5s. each).

Issued Capital: £854,803 15s. (in 3,419,215 shares of 5s. each).

Directors:

Leonard E. B. Homan (Chairman); Bailey Southwell;
John M. Bailey; H. B. Spiller;
Major The Hon. Chas. White; J. C. Rowe.
The Rt. Hon. Lord Lurgan, K.C.V.O.;

Secretary and Registered Office:

R. Roy Meldrum, Palmerston House, Old Broad St., London, E.C.2.

General Manager and Consulting Engineer in Rhodesia:

Digby Vere Burnett.

LAND AND RANCHING INTERESTS. The whole of the assets of the Exploring Land and Minerals Company have been acquired, the total land holding of the Company now being 1,670,389 acres, and fifty-three stands.

The Company owns 29,821 head of cattle, valued at an average of £3 7s. 6d. per head at June 30, 1929.

MINING CLAIMS. The Company holds 1,343 mining claims, from which 47,190 tons were treated, with a gross recovery value of £68,174, during the year ended June 30, 1929.

The net profit for the year ended June 30, 1929, amounted to	£52,373	4	6
Add balance carried forward from last year	53,935	5	9
	£106,308	10	3

Less:—

Dividend of 5 per cent., being dividend in respect of the year ended 30th June, 1928	£32,500	0	0
Transferred to Reserve Account	11,581	12	11
Expenses in connection with increase of capital written off	1,407	10	1
Written off livestock	3,506	5	1
	48,995	8	1

Leaving a Credit Balance of	£57,313	2	2
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INVESTMENTS

Share investments at cost or under stood on the Company's books at the 30th June, 1929, at £199,955. The market value of certain of these investments at that date was £377,609, which, added to those for which there was no quotation, but valued by the Board at £29,231, gives a total valuation of the Company's investments at the 30th June, 1929, of £406,841—a surplus of £206,886.

The Company acts as Secretaries in London, and Local Secretaries and Consulting Engineers in Rhodesia, for the following Companies:

The Cam and Motor Gold Mining Company (1919), Ltd.
Rezende Mines, Ltd.
The Sherwood Starr Gold Mining Company, Ltd.
Town Properties of Bulawayo (South Africa), Ltd.
Rhodesia Exploration Company, Ltd.
The British Asbestos Chrome Company, Ltd.
S. A. Cement and Tile Products, Ltd.

Anglo-American Rhodesian Exploration Company, Ltd.
The Mining, Ranching, Cotton and Tobacco Lands of Rhodesia, Ltd.

Mayo Ranching Company, Ltd.
Rhodesian Lands, Ltd.
Rhodesian Tobacco Grading and Packing Company, Ltd.
Gatooma Cotton Growers Company, Ltd.
Rhodesian Products, Ltd.
Rhodesian Corporation, Ltd.
Rhodesia Chrome and Asbestos Company, Ltd.

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"MOSI-OA-TUNYA" ("THE SMOKE THAT THUNDERS").

By EMIL LUDWIG, in "His Journey to Africa."*

TOWARDS the smoke! Towards the thunder! You hasten down the steps. Smoke, from out of one place extending up to the clouds, draws you on, while the magic of the thunder entices you. "Mosi-oa-tunya": "the smoke that thunders"—such is the name given by the natives to the Zambesi Falls. You draw nearer and reach the river; just here it is wide and stretches out like

a lake. Now you stand in front of the smoke. It envelops the plain in front of you; it sprays over you; it thunders! But the flowing stream is delightful; islands, thick with tropical bush, renew their verdant colouring from the spray of steam; palms, ever watered, grow within their fastnesses, and the elastic, bristly papyrus plant about the banks. Black hands row you across to the other side of the river; the water flows slowly past, unfettered; daring as in play swirls the water, delightful in its hurry. This element in its wide bed knows nothing of the passion which awaits it in a few moments. In the middle of the stream the canoe runs alongside a small island of primeval forest, and you go ashore, following the smoke and thunder as you force your way through the thorny bushes, just as Livingstone, the first white man to tread this island, did over seventy years ago. The forest brightens and you emerge. Rocks rear themselves above an abyss, dangerous and wet. There is no railing to sneer at here; you tread forward as far as you dare and see with your own eyes how smoke and thunder have deceived you; you are now standing in the midst of them. The river is at your feet, terrified, yet, still flowing away between the rocks, strives at the abyss, arrives trembling, rushing onwards, ready for punishment. Now it must leave the rocks, unconscious, tumbling downwards, spraying foam in a wide arc; smoke and thunder. As far as the eye can see, on both sides the element falls into the chasm, and you stand in the midst of it. The cleft is narrow, and seems all the more deep; the spray rises from out the abyss thrice as high as the waterfalls, and drifts over you, drenching the forest on the side where the rocks are. The steam gives it an uncertain contour; enveloped in vapour and with watery eyes you see it fill up the cleft, while downwards spray and foam cut off from the view the place where the terrified element finds its way out, feeling, as it does, being hurled suddenly with all its might from its delight into the depths. It seems as though it cannot escape.

Light falls upon your back from the little clouds; the round rim of a rainbow appears on the steep and watery rock that faces you opposite. Prometheus stood on this crag above the chasm, in between the falling waters and the ruggedness of the rocks, ready for a mighty deed which he read in the white spray and heard in steaming thunder; he glanced aloft and felt as if reanimated: the being in the midst of a circular rainbow.

In the morning you come from the other side and go towards the Falls. Deep as it is, deeper than a hundred metres, yet infinitely narrow, an abyss yawns to your right, and below rushes the torrent, confined, where above it flowed in all the splendour of light and width. Across it rises the wonderful arc of the loftiest bridge in the world, on which, from time to time, the spray from the Falls catches a train—just as Rhodes dreamed.

Once more you go upwards to steam and thunder; you walk through a forest of rain that is for ever blooming; above you hang fresh verdant lianas, gleaming laurels, and upward-striving palms. From this denseness you come out on to wet grass, hanging over the chasm; again you stand in the midst of the thunder. The clouds pile up over you unceasingly; this time, though, no rocky wall faces you; you are standing opposite the Falls! The first traces of warmth rise up from out the slumbers of the night; circling cloudy spray whirls out of the abyss, emerging as spray, drawing the morning breeze to itself. And behind this cloud, spreading on high, surrounded by steam and seen as though through a veil, the water roars downwards, just as it did ten thousand years ago.

That is the vaporous chaos in the morning. By midday the conflict takes on a new magnificence. You proceed onward through the forest of rain; yet wherever you go you are haunted, pursued by a phantom; always you stand in the middle of a circular rainbow—does tragedy send you such a simile? You proceed onwards. Two islands lie ahead. They divide the waterfalls twice with narrow rocks, while in the centre the cascade dashes over.

In the evening you go to the narrow side of the great gorge; here the earth is as if suddenly split asunder, and the imagery of a conflict recedes. It is as if the Earth Spirit—the gnome—seeks to reveal his destroying might to your gaze. You look along through all the mighty length of the narrow gorge; from the one side stream down the cascades with a booming noise, dashing into fragments; they turn into spray and rise again. On the other side the black rocks look down, wet and inexorably smooth. On their surface grows the forest on a narrow strip of earth, gleaming with laurels and luxuriant

with palms. The further in, the more wildly seem the vapour and water to mix; the outlines of both vanish in the mist. In the far distance is a white cloud of steam, writhing and twisting, forming different shapes within itself.

The light is right behind you; rainbows, doubled and round, appear from the abyss. Down below in the mist they bend themselves through the foam, while overhead soars aloft the varicoloured circle high over the sphere. The outermost bow—the weaker one—sometimes disappears in foam. Yet where it shimmers it gives colour to the Falls. There is a narrow green stripe; next to it a still narrower one of orange; then there is one shot with blue.

Does it not seem as though the chasm, encircled with thunder, gives by these seven colours a sign that all is only a phantom? Are they not animated ribbons from the tissues of the goddesses? Once again, before it disappears, the magic of the stars descends upon the element; now the whole wildly tossing surface gleams rosily; now it shimmers in the colours of apple-blossom. And the rising vapour, formerly anger dissipated in spray, is nothing more than a veil of rosy red.

That is the spectacle of the gods at eventide.

The light fails; it is nightfall. The thunder appears to increase and become wilder; once again chaos breaks forth.



A CREATOR OF "THE SMOKE THAT THUNDERS": THE VICTORIA FALLS—AN AIR PHOTOGRAPH OF THE BOILING POT, JUST BEYOND THE RAILWAY BRIDGE (THE HIGHEST IN THE WORLD).

Photograph by the Aircraft Operating Company.

THE MARVELS OF RHODESIA.

By COLONEL MARSHAL HOLE, C.M.G.

FROM many points of view, Southern Rhodesia is a country of outstanding interest. While its past is enveloped in surmise and mystery, its recent history is crowded with dramatic incidents and deeds of heroism. Its wild fauna is surpassed by few other British colonies, and it contains both human monuments and natural and physical features of such surprising fascination that they must be seen to be appreciated. Most of them are now, by means of excellent railway and motor services, easily reached by the tourist who has a few weeks at his disposal.

Within one and a-half hours by motor from Bulawayo are the Matopo Hills, in the heart of which, on the summit of an immense dome of granite, is the lonely tomb of Cecil Rhodes. Days might be spent in exploring the rugged fastnesses which extend round this spot for upwards of thirty miles, but even a hasty visit will reveal the unique grandeur of the scenery, where Nature is to be seen in her most riotous and fantastic mood. Ponderous boulders of every conceivable shape are perched in freakish positions which seem to defy the laws of gravity; and gloomy caverns abound, some of them treated with superstitious reverence by the natives, who believe them to be haunted by the ghosts of their ancestors.

From Bulawayo a journey of twelve hours brings visitors to the Victoria Falls, no adequate description of which can be compressed into a short article. The whole volume of the Zambesi River, here about a mile wide, plunges into a fissure more than 400 feet deep, carved by the erosion of centuries from the basalt cliffs. The Falls are an impressive spectacle at all seasons. Towards the end of the rains, when the river is full, their aspect is overpowering, but the panorama is, to some extent, obscured by the huge columns of vapour which rise incessantly from the chasm, and to which the Falls owe their native name, "Mosi-oa-tunya": "the smoke that thunders." In the dry season, from May to October, they can be seen to better advantage.

Returning to Bulawayo, the tourist may make his next objective the ruins of Zimbabwe, for which purpose he will proceed by the branch line to the small town of Fort Victoria. Of the many ancient stone structures scattered over Rhodesia, Zimbabwe is the most extensive. It consists of a great elliptical wall enclosing altars, towers, and other relics of some old-time worship, all constructed of shaped granite blocks fitted together without mortar. Hard by, on the adjacent hills, is a line of elaborate stone fortifications. The age of these and other ruins in Rhodesia has been the subject of endless speculation, and is still uncertain.

The tourist should not fail to visit the caves of Sinoia, easily reached by rail from Salisbury in a few hours. They consist of a series of tunnels and underground lakes excavated in the limestone formation by the action of water. In one case, there is an easy approach by a narrow descending passage which suddenly opens into a subterranean pool, lit from above, whose water is of unfathomable depth, and of such a vivid and indescribable blueness as to rival the celebrated grotto of Capri. There are other caves, more difficult of access, which were used in the past by the local natives as refuges from the raids of their persecutors, the Matabele, and when Rhodesia was first occupied they still contained stores of grain and firewood in readiness for such an emergency.

Such are a few of the marvels of Rhodesia, and all may be visited without effort or undue expense. The pleasure of a tour through this attractive colony is much enhanced by the delightful climate, which, at an altitude of 3000 to 4500 feet, is never oppressive. The dry season is the most favourable for getting about, but those who can prolong their visit till after the rains have begun will be rewarded by seeing the country clothed in its summer vegetation, and looking its best.

* Translated by courteous permission of the Author.

ABOUT VEREENIGING — THE SHEFFIELD OF SOUTH AFRICA.

Magnificent Position and Prospects of the Great Enterprise on the Banks of the Vaal—The future Sheffield of the Union—The Various Assets of Vereeniging Estates—Coal, Iron, and Steel, Brick and Tile Works, Grain and Plantations, Agriculture and Pleasure Resort.

VEREENIGING—where Peace was signed between Briton and Boer in 1902—may

be described with accuracy as the Sheffield of South Africa. Situated some forty miles south of Johannesburg, it possesses exceptional advantages as an industrial centre, largely on account of the combination there of water with coal. The coal deposits have been developed with considerable success by the Vereeniging Estates, Ltd., an enterprising organisation whose activities have practically revolutionised the erstwhile Sleepy Hollow whose chief claim to fame was its association with an historic treaty.

The Company owns an estate of some 48,521 acres along the north side of the most important river in the Transvaal—the Vaal—and 81,983 acres along the south side, in the Orange Free State. The Company, therefore, enjoys the advantage of water transport, together with unequalled railway facilities. The output of the collieries is enormous, which is not surprising when it is borne in mind that the coal formation



THE LATE SENATOR THE
HON. SAMUEL MARKS,
Co-founder (with the late Mr.
Isaac Lewis) of Vereeniging
Estates.

Coal, however, is not the only product for which Vereeniging is noted. Iron and steel works, brick and tile, flour-milling, and electric-power works have been established successfully, and their activities all combine to make Vereeniging a veritable hive of industry. The expansion of the iron and steel works led to a great increase in traffic with the centre, the tonnage handled within a space of twelve months increasing by more than 100,000 tons. The Government, appreciating the enterprise of the Vereeniging Estates organisation, gave a tremendous fillip to production by giving the Union Steel Corporation a contract to supply the Union Government and railways for a period of sixteen years with the whole of their requirements in products which the Corporation were able to manufacture. The chief products are rails, squares, rounds, flats, angles and tees, grizzly and tube mill bars of carbon steel, shoes and dies for stamp mills, and



VEREENIGING AS AN INLAND PLEASURE RESORT: THE HOTEL.

high-grade steel castings. It is worth recalling that a splendid insight into the important work that is being performed at Vereeniging was provided at the British Empire Exhibition at Wembley

in 1923, at a cost of £1,320,000, to increase the Witwatersrand water supply. It holds back the Vaal River for forty-two miles and forms a reservoir for 13,633 million gallons. A direct railway line runs between this point and Johannesburg.

Few industrial centres can be described as picturesque in appearance, but Vereeniging certainly is, the severity of the impression made by the gigantic steel, brick, and tile works being relieved by some wonderful plantations, the number of trees in which total 4,500,000. Apple orchards and pines also add to the beauty of the countryside.

Vereeniging is also becoming increasingly popular as an inland pleasure resort, offering attractions for residents and visitors unequalled by many seaside resorts. It is 4751 feet above sea-level and an hour's run by car from Johannesburg, while it is served by two separate lines of railway, one being the main line *via* Germiston, and the other *via* Langlaagte. Special trains at reduced fares run between Johannesburg and Vereeniging week-ends and holidays, doing the journey in 1 hr. 20 min. Vereeniging's climate is glorious, statistics showing it to be one of the healthiest towns in South Africa. All the amusement that one seeks is to be found there—bathing, golfing, fishing, tennis, and other outdoor sports. The river offers forty miles of uninterrupted safe bathing. Outboard racing, which is establishing a vogue in England and America, also has its devotees. The Maccauvlei Golf Club, opened three years ago, is one of the best in the country. The course is an eighteen-hole one, and is 6775 yards long. The club-house is an imposing building, enjoying every modern

convenience. The Riviera Hotel, on the banks of the river, is conducted on the most up-to-date lines, and its verandah, commanding a view of several miles up the river, is one of the finest in



INDUSTRY AT VEREENIGING: A VIEW OF THE BRICK, TILE, AND POTTERY WORKS.

extends over an area of no less than 151 square miles. Experts estimate that the proved coal-bearing areas are capable of yielding at the rate of 1000 tons of coal per day for a period of a thousand years.

in 1924, the exhibits in the South African Pavilion attracting wide attention.

Vereeniging incidentally can boast of one of the greatest engineering feats of the century—namely, the Vaal River Barrage, which was built



AT THE "SHEFFIELD OF SOUTH AFRICA": THE WORKS OF THE UNION STEEL CORPORATION (OF SOUTH AFRICA), LTD., AT VEREENIGING.

South Africa. In the circumstances it is not to be wondered that Vereeniging is the Mecca of thousands of pleasure-seekers from all parts of the country, and, no doubt, ere long will attract many visitors from England.

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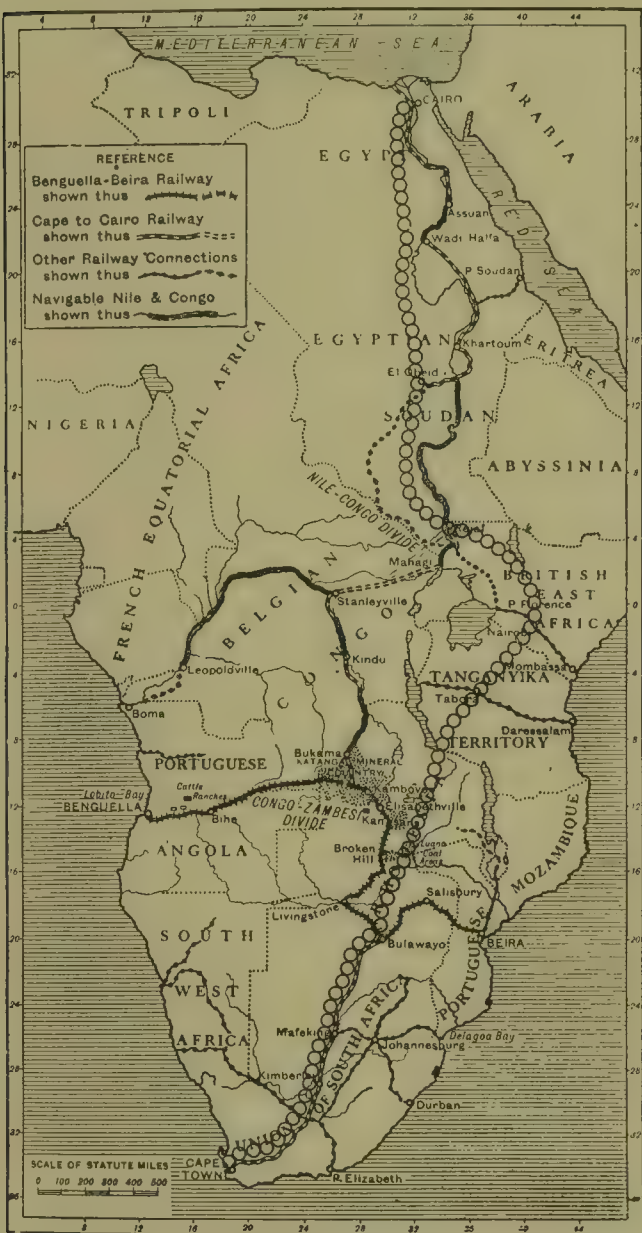
A GREAT TRUNK ROAD FROM CAPE TO CAIRO.

By SIR ABE BAILEY, BT., K.C.M.G.

MY dream of a great trunk road from the Cape to Cairo should become a *fait accompli* within a comparatively brief space of time. That great Imperialist, Cecil Rhodes, conceived the idea of an All-Red railway-line running from one end of Africa to the other, and to-day, following the same line of thought, but seeing the possibilities of present-day motor transport, with its high efficiency, economy, and practicability, I have in mind a scheme for the construction of a transcontinental motor highway which will open up the still "dark" spots of Africa for the light of progress to enter, and will act as a mighty main artery, running the length of the continent, from which trade, settlement, communications, and vitalising forces generally, will come into being and draw their sustenance.

Obviously, the success of such a scheme depends, in the first place, upon the sympathy and co-operation of the various Governments concerned in the territories along the route; and in this connection I do not anticipate any difficulties, for all the Administrations concerned are, I am sure, fully alive to the great advantages to be derived from such a project. I believe the South African Government will fall into line, and also the Government of Southern Rhodesia (one of the most enterprising of our Overseas possessions); while I think the British Government will co-operate as well; so that, altogether, there is not much reason to fear difficulty in making a start.

Everything



THE PRESENT CAPE-TO-CAIRO RAILWAY AND RIVER ROUTE—WITH SIR ABE BAILEY'S SUGGESTED TRUNK ROAD SHOWN THUS—oooo.

points to the tremendous advantage of a trunk motor-road from Cape to Cairo. We have a great country up there only waiting to be opened-up. We want to get our own people up on the highlands of Central Africa and to develop them so as to bring greater wealth and prosperity to South Africa and the Empire. The whole project depends upon the Governments concerned, but I believe all are alive to the necessity of developing this big tropical area. After all, the future is in the Tropics. There is no doubt about that.

It would be easy to enumerate a large number of specific advantages which will result to all the territories in British Africa from the construction of a transcontinental road, but those who have studied the situation and possess any vision at all are fully cognisant of them. It will be possible to construct safe landing-places, at various points along the road, for the aeroplanes which will fly up and down the great Trans-African Trunk Route. Branch roads will be opened-up from the main road, and motor transport will be cheapened and extended in a manner not realised to-day.

There can be no two opinions about the benefits which will accrue. Australia is being opened-up to-day by aeroplanes and roads. All the world is moving in that direction, and our ideas must progress accordingly; and the great ideal of Rhodes of a seven-thousand-mile transport route from Table Mountain to the Nile Delta should be realised in the not too distant future.

THE GREAT CENTRAL AFRICAN HIGHWAY.

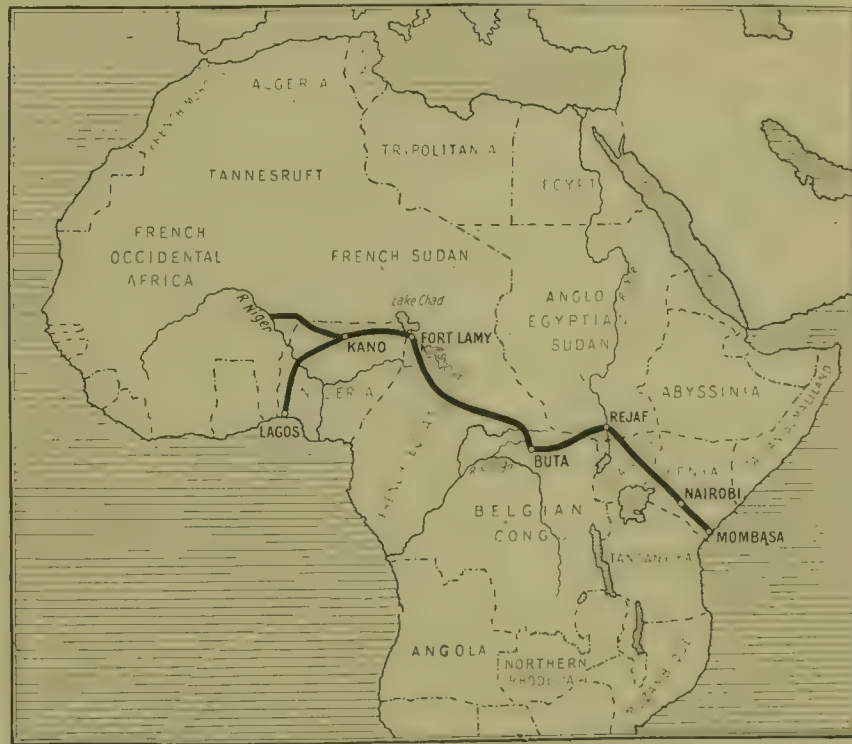
By CAPTAIN OWEN TWEEDIE, F.R.G.S.

CECIL RHODES'S dream not only gave the impetus to a Cape-to-Cairo route, but set other African pioneers thinking transcontinentally. Kenya-to-Nigeria was the natural sequel to Cape-to-Cairo; and already the reality of a Great Central African Highway is maturing. From Mombasa to the Nile at Rejaf is now an advertised tourist itinerary which time and money will make an all-weather route; and, further westwards, from Rejaf there is another 700 miles of permanent good going along the remarkable Belgian-made "Route Royale" to Buta, in the Congo.

Past Buta, the highway turns north-west in Equatoria. As far as the Congo-Equatorial frontier, it runs through stifling jungle, across a trying system of watersheds feeding east to west into the Congo system; but, once on French territory, the jungle thins into open forest which, climatically, is far less trying for the traveller. The next stage comprises the grim alluvial plains of the Shari basin, stretching north 700 miles up to Fort Lamy and lonely Lake Chad. It is a flat country of scrub, sand, and cotton soil, which, during the rains, becomes a morass, and in the drought cracks and powders into appalling surfaces which are the despair of wheeled traffic. But across those dreary 700 miles there is the trace of the Highway—a passable, though admittedly a painfully passable, artery of communication. At Fort Lamy the route turns sharp west into Nigeria, and enters its fourth and last stage to Lagos and the Niger. The first 500 miles, as far as Kano, is through the exacting type of scrub country that is found in Equatoria, and from the traveller's standpoint is a sore trial. The economic evolution of this north-eastern corner of Nigeria has far outpaced the development of adequate communications. The zone was, and still is, untapped by railways; and, when prosperity came, wheeled transport had to be launched into a country which was not equipped for it. The existing roads were of amateur construction and totally unfit for the sudden influx of heavy lorry traffic, which has churned them into veritable Sloughs of Despond.

After Kano, matters improve. There is a good all-weather route to Lagos, on the coast; while the alternative route to the Niger, which forks north-west from Zaria, offers the traveller a still well-surfaced thoroughfare out into the French Niger Province and to the fringes of the Sahara. The last two days before the Niger is reached take him through a country which looks as hopeless a proposition for any road-builder as one could imagine. Now, the track snakes north into the desert itself, amid sprawling, shifting sand-hills; now it swings south again into arid, sterile country of rock-bound hills and dusty mimosa and thorn scrub. The heat is scorching and the place is all but uninhabited. But, amid this desolation, French road-engineering has emerged triumphant. The French do know how to make roads—and cheaply.

The Highway cannot yet, by any stretch of the imagination, claim serious attention as a transcontinental thoroughfare. Between the Niger and the Nile there are only three garages: the first at Rejaf, the second at Buta, and the last at Kano, 2000 miles on. The thought of mechanical breakdown is the nightmare



THE GREAT CENTRAL AFRICAN HIGHWAY: A MAP OF THE ROUTE FROM MOMBASA TO LAGOS AND THE NIGER.

of the traveller of to-day. Spares and tyres, generally speaking, are inaccessible, and self-help is the only help on which he can consistently rely. A second issue is petrol-supplies. In the Congo and in Nigeria they are moderately convenient; but in Equatoria they are a tall problem.

Nevertheless, the Highway is now open, throughout its 5000-mile length, to those who want a short and a cheap cut east and west across Africa, and are prepared to take the rough with the smooth. Last spring, Captain Crofton and I, travelling from Rejaf to the Niger, were not the only transcontinental travellers on the Highway. Midway in Equatoria, we met another British party on trek. They, after a fair share of storm and stress, reached Cape Town, by way of Nairobi and Broken Hill. We, on our part, finally emerged at Algiers after a Sahara-crossing which has instilled into us for all time a most healthy respect for sand! But the two parties—both of them, admittedly, amateur—did, between them, traverse Africa north to south and east to west both economically and quickly.

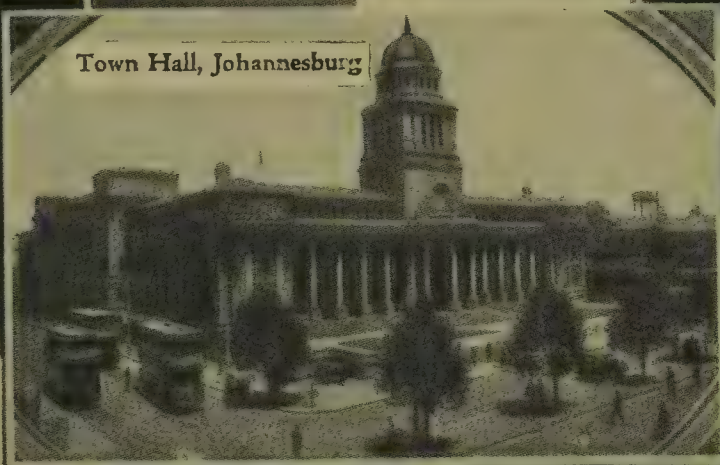
THE ALL-RAIL ROUTE

CONNECTING
ATLANTIC OCEAN WITH

INDIAN OCEAN



Victoria Falls. Southern R.



Town Hall, Johannesburg

Victoria Falls

Bulawayo

Messina

Pretoria

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Bloemfontein

De Aar

ATLANTIC
OCEAN

CAPE TOWN

American Tourists landing directly from the S.S. Franconia to the train along the Wharf



Lourenco Marques, Harbour

LOURENÇO
MARQUES

INDIAN
OCEAN

THROUGH TICKETS TO THE
PRINCIPAL CITIES OF SOUTH-
AFRICA AND
RHODESIA



Cape Town



Lourenco Marques

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LOURENÇO MARQUES

PORTUGUESE EAST AFRICA
ENQUIRIES: PUBLICITY DEPARTMENT

LOURENÇO MARQUES TO-DAY.

By MAJOR W. R. FORAN, F.R.G.S.

THERE was a time, and that within the past thirty years, when Lourenço Marques was frequented only by those to whom it was easily accessible—people living, for instance, in the Eastern Transvaal—or by seafarers. The town and port were very little developed in those days, though they have always possessed both charm and real atmosphere. But within the past twenty years, and more particularly during the last decade, conditions have

what miracles accomplished, in the past quarter of a century. The long wharf, now being extended westwards, is of ferro-concrete. It cost half-a-million sterling, and ever more is being expended on the extension of existing harbour facilities, in order to cope with the increasing streams of inward and outward cargo traffic. The wharf itself is about a mile in length, and capable of accommodating twelve large ocean-going steamers along its deep-water

and headquarters offices of the Caminhos de Ferro de Lourenço Marques (more popularly known as the C.F.L.M.). It is a stately building and would be a credit to any town, as may well be realised when it is noted that it cost £50,000 to build. Behind this palatial edifice are extensive yards where, on an average, over 4000 tons of merchandise are handled daily. In the station itself there are two platforms which are served with well-equipped offices and all the usual conveniences. This railway system gives direct communication by steel-road to the Union of South Africa, to Goba on the Swaziland border, and to Zinavana for Villa de Joao Belo, Chai-Chai, and Inhambane; and from a sub-station there is a service to Marracuene, a river resort twenty miles out of the town. Almost 1000 passengers are booked daily, and there is the closest working arrangement between the C.F.L.M. and the South African railways. Lourenço Marques is less than a day's run by rail from Pretoria, which fact gives an indication of its geographical significance in the matter of rail communications in southern Africa.

The impression quickly conveyed to the casual visitor is that Lourenço Marques is a little section of the continent of Europe transplanted in Africa. For, despite its African setting, European—or rather, Continental—ideas and fashions predominate. The quaint street-cars; the wide streets, often paved; the policeman directing traffic while contentedly puffing at a cigarette; the many little kiosks dotted along the pavements; the open-air refreshment-stalls with their tables and chairs in the Band Square; the straw-hatted, dark-skinned business men and the stylishly-dressed ladies nose-flattening in the gay shop-windows along the Rua Consiglieri Pedroso—the Bond Street of Lourenço Marques—all serve to heighten this illusion.

Few pleasure resorts in South Africa are capable of offering greater attractions than Lourenço Marques, unless it be Durban. And the present aim of the Portuguese authorities is so to intensify the holiday facilities of the town that it will take rank first and foremost in the sub-continent of Africa in this respect; and equally may it be claimed that the authorities aim at vast improvements in their port and railway facilities, so that Lourenço Marques may become



AT LOURENÇO MARQUES, ON DELAGOA BAY: THE MAIN WHARF.

changed for the better in a most remarkable manner. To-day Lourenço Marques is as well served by steamer and train communications as any other South African seaboard town. It has, in fact, become the extremely active gateway to the Transvaal, and is making a bold bid as a rival to the Port of Beira in serving the Rhodesias. And with these vast improvements has come a change in name. The port was formerly known as Delagoa Bay; but the use of that name is now *tabu*. What is in a name, after all?

Lourenço Marques to-day enjoys a definite "season" as a seaside resort, and its popularity is increasing by leaps and bounds every year. It is attracting the attention more and more of the holiday-seekers from the Union of South Africa and even further afield towards the Equator. The possession of three attributes of almost unrivalled—at least in South Africa—excellence is partly responsible for this new-born popularity amongst holiday-makers. Lourenço Marques boasts of one of the most palatial and comfortable hotels in Africa, all-year bathing facilities on a superb beach, and real "atmosphere." During the "season" accommodation is hard come by unless early steps are taken to secure it. There are roomy hotels, of which the Polana stands unique; but the accommodation for visitors still lacks adequate sufficiency. Enterprising capitalists will no doubt supply this need in the near future, and Lourenço Marques is increasingly more worthy of their attention in this respect. The views as the steamer enters the port are worthy of the brush of an artist. The red cliffs, surmounted by vivid green grass and waving palm-trees, the white sands of the Polana Beach, and the picturesque white houses with their red roofs—all add their quota to the beauty of that restful outlook. Towering above its lovely surroundings is the magnificent white building of the famed Polana Hotel. Immediately below it are the handsome Kiosk and bathing enclosures, backed by the new road winding up the red cliffs.

And then, with almost startling suddenness, the vessel rounds the point and discloses to view the harbour and wharfs. Lourenço Marques to-day may justly lay claim to possessing the finest and most up-to-date harbour works on the east or west coast of Africa—an earnest rival to Beira and Kilindini. It is astounding to see what changes have been wrought,

front. The port appliances are generally admitted to be the most efficient in Africa. It is said that, on an average, two ships arrive every day of the year; and over 3000 tons of in-going and out-going cargo are handled daily, of which 2500 tons are coal. For the loading and unloading of cargo there are twenty-three electric cranes, one being of sixty tons; and there are two complete coaling-plants. The wharf is provided with Customs sheds, post and telegraph facilities, and telephone services. Close at hand are smaller docks for the lesser craft. There is also a dry dock, which cost



IN LOURENÇO MARQUES, HEALTH AND PLEASURE RESORT AND COMMERCIAL CENTRE: THE RAILWAY STATION.

£30,000, where vessels up to 1400 tons may be repaired and renovated. When visited recently, every berth at the quayside was occupied by a large steamer, and every crane was working at high pressure in loading or unloading cargo. No idleness here. On the contrary, there were patent signs of intense activity. This was, perhaps, all the more surprising, as it was so wholly unexpected. What a change from the Lourenço Marques of twenty-five years ago!

Close to the wharf is the picturesque railway-station

something more than a serious rival to Cape Town, Durban, Port Elizabeth, East London, and Beira.

Slowly, but surely, Lourenço Marques is coming into its own; and from a commercial point of view there are lively hopes for very material improvements in conditions in the very near future. There is a tense feeling of optimism to be noted everywhere; and, judging by what has been accomplished in the past two decades, there is every justification for the faith now displayed in the rising star of Lourenço Marques.

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SOLE LONDON AGENTS FOR:

Progressive Beira: Its Prosperous Port and its Hinterland.



A RHODESIAN GOODS-TRAIN ON THE NEW VIADUCT, BUILT ACROSS THE PUNGWE SWAMPS.

H. EX. COMMANDANT
CARLOS PEREIRA,
M.C., ETC., GOVERNOR
OF MOZAMBIQUE
AND SOFALA.



THE past quarter of a century in Africa is remarkable for the astounding developments that have taken place, and the Port of Beira has certainly not lagged behind in this steady march forward. When it is remembered out of what unpromising materials the modern port and town has been created, the progress achieved by Beira is little short of a miracle. Even to those who may have been absent but six months, the immense changes in that short time are very noticeable. How much more emphasised, then, must these improvements be in the eyes of the returned wanderer after an absence of a quarter of a century? In those very early days it was a fever-stricken, sandy waste; to-day it is a thriving, modern, healthy, and prosperous port and township. Beira owes a great debt of gratitude to the initiative and foresight of the Mozambique Company and the Beira Railway Company; and it is not unkind of that fact.

Located in Portuguese East Africa, twenty degrees south of the Equator, the Port of Beira is one of the busiest of the tropical ports of Africa; and its future progress and development loom large in the realm of practical politics. An immense volume of raw materials from the rich and productive hinterland is poured into the port for shipment to the various markets of the world. Copper from the Congo; chrome ore, asbestos, maize, tobacco, and citrus fruits from Southern Rhodesia; copper, lead, and zinc from Northern Rhodesia; tea, tobacco, sugar, coffee, and sisal from Nyassaland; maize and cotton from Portuguese East Africa—all seek the services of the port in largely increasing quantities every year. In the reverse direction, Beira handles practically the whole of the imports of manufactured goods for these territories. The tonnage and value of this import trade is very considerable indeed, and a most important factor. Until August last, Beira was entirely a lighterage port, and, as such, compared favourably with any other lighterage port of Africa in the matter of tonnage handled and the speedy volume of ships. It became evident, however, that the increasing trade of the port demanded a similar increase in facilities, and, at the end of last July, a new phase in the development of Beira Port occurred, when the first section of the new deep-water wharf was opened to traffic. This deep-sea wharf, the Pungwe Wharf, is at present 520 feet in length, and 52 feet wide. It gives a minimum depth of water of 27 feet, and is equipped with four cranes, electrically operated. The *Rhendale*, the first British ship alongside the Pungwe Wharf, tied up within 15 minutes of entering the river. The lighterage wharf, known as the Chiveve Wharf, is 1250 feet long, and is equipped with 16 cranes. It handles an immense volume of traffic to and from the lighters, the total for the month of September last being 90,787 tons. This wharf is provided with every possible facility for the speeding up of traffic work, including electric capstans for the movement of the railway trucks on the wharf deck. Transit sheds, with large floor spaces, are built alongside the lighterage wharf; and from these sheds important tonnages of manufactured goods from overseas are loaded into railway wagons for despatch into the hinterland.

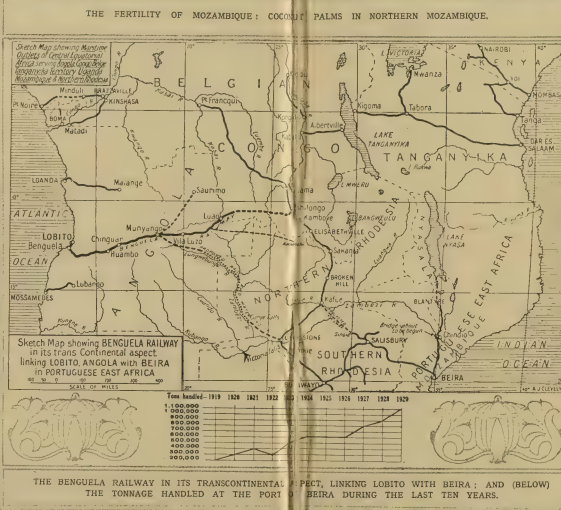
It is interesting to compare the past with the present tonnages handled at Beira; for this demonstrates the great developments that have taken place. In 1910 the total cargo landed and shipped amounted to 132,668 tons; in 1916 the figure was 174,243 tons; in 1923 it stood at 407,454 tons; in 1927 the total had reached 820,624 tons; and in 1928 it was 940,727 tons. The likelihood that 1929 would prove to have capped the million tons mark is confirmed. During 1929 the total cargo landed and shipped were no less than 1,062,000 tons. In last September a record in the movement of traffic at Beira was established, for 33,031 tons were landed, and 79,751 tons were shipped—a total of 112,782 tons.

This remarkable and rapid increase of trade at the Port of Beira gives point to the vigorous progress of the territories which look to Beira for shipping facilities. It is of vital importance to the people of the two Rhodesias that the Port of Beira should be able to keep ahead of this progress, especially bearing in mind the impetus to the trade of the port which will follow naturally on the completion of the Zambesi Bridge, thus connecting Nyassaland with Beira by direct rail route. It is variously estimated that the building of this bridge, which has been authorised by the House of Commons, and is now in hand, will add about 20,000 to 30,000 tons annually to the volume of Beira's exports. When this great bridge is completed within the next few years, the development of Nyassaland and all adjoining territories north of the Zambesi will be immensely accelerated—a progress which has been arrested through the lack of through communication to and from its natural port. Nyassaland will be a great producer of maize, ground nuts, cotton, and other tropical products, whilst the completion of the bridge will allow coal to be brought in huge quantities from the Tete fields for maritime requirements and export at Beira. Thus the future of Beira and its vast hinterland, covering not only Nyasa areas, but westward to Katanga and Northern Rhodesia—where one of the great copper-fields of the world is being opened up—is now fully assured. Those who are in the position to know have estimated that within a few years these Northern Rhodesia copper-mines will be producing and exporting copper to the extent of 180,000 tons per annum. Practically the whole of this is likely to be exported through the Port of Beira for a good many years to come.

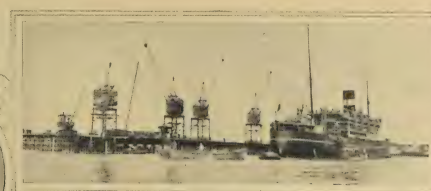
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AT BEIRA: THE NEW DEEP-WATER WHARF AND SOME OF THE BIG CRANES.

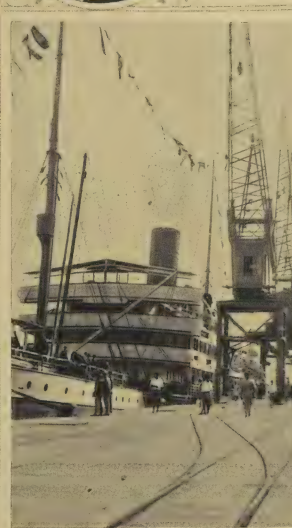


IN THE HINTERLAND OF BEIRA, A BIG-GAME HUNTER'S PARADISE: A "TUSKIER" BAGGED.



MR. LIBERT OURY
F.R.C.S., LONDON
DIRECTOR OF THE
MOZAMBIQUE
COMPANY.

THE NEW AND NOTABLE PUNGWE WHARF AT BEIRA, SHOWING THE GIANT CRANES.



AT BEIRA: THE FIRST OCEAN LINER AT THE NEW DEEP-WATER WHARF.

There is a full measure of understanding as to future requirements of the port, and the responsibility for the development of the port have in mind the provision of further facilities. Additional extensions to the lighterage and deep-sea wharves are being planned; and these extensions involve, in addition, the construction of transit sheds, a large scheme for the reclamation of land, and systematic dredging of a comprehensive character. The Beira Railways are paying a great deal of attention to their marshalling area at the rear of the wharves, so as to assist the free flow of trucks in and out of the port. Furthermore, the Beira Railways, which connect Rhodesia with Beira, have now been protected, at great expense, against the ravages of tropical floods, which have done so much damage to these railways in the past. The flooded Pungwe Flats now hold no terrors. This long-standing menace to rail communication between the port and Southern Rhodesia has been conquered finally.

Those who work and live at Beira, as well as those in touch with the important interests represented there, are convinced that Beira is the East Coast port of Africa with the most promising future. They are under no apprehension as to the effect which the development of Lobito Bay and the line therefrom to the Belgian Congo may have on the progress and prosperity of Beira. There is traffic enough for all. The wealth of south Central Africa is only just beginning to reveal its nature and extent. "The abundance of the present traffic is coupled with definite prospects of very much more to come in the next few years. Optimistic expectations as regards the future of the Port of Beira are founded on solid grounds, and it is highly improbable that they will prove to be purely visionary. The future progress of Beira is worth watching. It is almost unique in that it still adheres to the old pushed-trolley system of street traffic; but the modern motor-car is now rapidly ousting this, and the time is not far distant when Beira must abandon the trolley, even as has Mombasa. Beira is changing rapidly, and for the better. Yet it is really the last coast town with true East African characteristics. From Beira to Cairo the coast is much the same. All down that tropical shore there are to be seen the same African blacks, a multitude of Eastern peoples, and a sprinkling of Europeans in white duck suits—the latter, hard-working, much-maligned, and long-suffering administrators, business men, and railway or port officials.



AN OUTWARD SIGN OF PROGRESS: THE NEW AND IMPOSING LAW COURTS AT BEIRA.

THE COPPER WATERSHED OF KATANGA : UNION MINIERE'S GREAT WORK IN SOUTHERN CONGO BELGE

By OWEN LETCHER, F.R.G.S.

MUCH has been written during the past few years of these copper-fields of the Congo-Zambesi watershed. Within the compass of a short article such as this it is impossible to do more than merely outline some of the principal features of these tremendous mineral belts which will most assuredly contribute a large proportion of the copper output of the world for at least the next half-century. Imagine two copper "Rands"—two huge mineral fields each comparable with the Witwatersrand in extent and in the contained value of its mineral wealth. The more northern of these is the great mineral concession of the Union Minière, which contains tin, cobalt, and radio-active minerals as well as copper. But it is, of course, copper which gives to this zone—extending for two hundred miles from south-east to north-west, with a maximum width of perhaps fifty miles—its greatest wealth.

The mines of the Union Minière in Katanga constitute the richest large copper deposits that have ever been found anywhere in the history of the world. The ores occur in the form of kopjes of oxidised ores—carbonates and silicates of copper. From one mine alone—the Star of the Congo—on the confines of Elisabethville, over six million pounds' worth of metal has been won, and other mines, like Kambove, will yield an even far greater wealth of metal.

UNION MINIERE'S GREAT WORK.

Only those who have visited the great undertakings of the Union Minière, and who have kept in close personal touch with the enterprise, can in any way realise the magnitude of the undertaking or appreciate the thoroughness of the work that has been carried out there. The output of the U.M.K. for 1928 was 112,456 tons, and the 1929 production may be estimated at 130,000 tons. Production since 1920 has been as under—

1927	-	-	-	-	89,155 tons.
1926	-	-	-	-	80,639 "
1925	-	-	-	-	90,104 "
1924	-	-	-	-	85,570 "
1923	-	-	-	-	57,886 "
1922	-	-	-	-	43,362 "
1921	-	-	-	-	30,464 "
1920	-	-	-	-	18,962 "

UNION MINIERE DU HAUT-KATANGA

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£350,000,000 OF COPPER IN RESERVES.

The reserves of proved ore amounted at Dec. 31, 1928, to some 78,000,000 tons of copper ore, containing more than 5,000,000 tons of copper, worth approximately £350,000,000. The Union Minière is continuously planning for increased production. The Reverberatory Furnace Plant at Panda was finally completed during the year 1928, together with its accessory installations, pulverised coal plant, new power-house, and so on. The erection staff, thus set free, have since devoted their activity to the leaching and electrolytic plant. So rapidly has construction of this advanced that the whole of the installation, with a capacity of 30,000 tons of electrolytic copper per annum, has now come into operation, and the addition of a further 30,000 tons per annum unit is understood to be contemplated.

In anticipation of the arrival of the Benguela Railway extension from Luao, in the region of Musonoi-Kolwenzi-Ruwe, or western group of mines, the Union Minière has pushed on more rapidly the preparatory work and surveys, commenced several years ago, for the opening-up of the mines and the generation of power from the Lualaba Falls. Immediately on the completion of the line from Lobito Bay it is expected to bring up to the spot the necessary material for the extraction of copper from the huge tonnages of ore existing to the west of the main Elisabethville-Bukama-Ilebo Railway line, which will connect with the line to Lobito at or near Tchilongo. It will be evident from the foregoing that the Union Minière continues to develop its great assets in the heart of Africa with both energy and efficiency. Production is steadily increasing, and an output of over 200,000 tons of copper per annum is now in sight. After years of patient research and hard toil it may be truly said that the management has succeeded in solving many of the great problems which confronted the enterprise in the past. This is particularly so in the cases of transportation, health and hygiene, and metallurgical operations.

The Union Minière has played an immense part not only in the opening up of the great mineral fields of South Central Africa, but in the general development and civilisation of the continent. The present generation may not adequately realise the magnitude of the task that has been carried out by close operation between Britishers and Belgians in Katanga, but it is very certain that in the course of the years the whole wide world will fully recognise the great debt which civilisation owes to Sir Robert Williams and to M. Jadot and their colleagues.

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Capital	-	-	-	-	-	Fr. 1,000,000,000
Reserves	-	-	-	-	-	Fr. 766,631,110
Prime d'Emission indisponible	-	-	-	-	-	Fr. 288,000,000
(Augmentation of Capital 1929)						
Total	-	-	-	-	-	Fr. 2,054,631,110

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THE BELGIAN CONGO: PROBLEMS AND PROGRESS.

By SIR LOUIS FRANCK, G.C.V.O., formerly Minister for the Belgian Colonies.

IN the Cape-to-Cairo route, the railway system of the Belgian Congo forms an important and interesting link. Until 1908 the British South African railways stopped, in Northern Rhodesia, at Broken Hill. Somewhat later, the Rhodesian rail was carried to the Congo border. From here the Belgians began building the Katanga Railway—first to Elizabethville (November, 1910); then to Kambove (1913); and, finally, to Bukama, during the war, the total length of the line in Belgian territory being 758 kilometres.

By this way the traveller on the Cape-Cairo route can reach the 8° South of latitude in an express train, with sleeping- and restaurant-cars. Hence modern steamers, alternating with railroads where the river is not navigable, carry him to Stanleyville, where he will find a lovely and prosperous garden city at the very spot which was once a stronghold of the Arab slave-traders. From there he can travel further north by car, on roads leading through one of the finest parts of the Equatorial forest, to Wamba, Gombare, and Faradje, which is near the Congo gold-fields district; and thence to Redjaf on the Nile, from where he will easily find his way to Cairo. So the Cape-Cairo route by modern means of transport is already in existence.

PROBLEMS OF POPULATION.

Poets and novelists and some social reformers see the life of the African natives as that of simple folk, with modest tastes and no ambition, thriving happily on the natural products which the glorious sun and fertile land supply with lavish generosity and yield up willingly. The only trouble, they suggest, comes from the white man and from his restless ambition and greed. That is the picture. But the truth is quite different. Insufficiently supplied with food, with scarcely any clothes, badly housed, the Central-African negro is living a very poor life, and he is an easy prey to the terrible diseases which are rampant everywhere in the Tropics. For centuries these bad economical and physical conditions have kept the population down in Africa. In a high space, corresponding in area to one in which at least 150,000,000 people enjoy a prosperous existence in Europe, there are only 12,000,000 human beings in the Belgian Colony. And yet, with the exception of Nigeria, the Congo is more thickly populated than any of the other colonies of Tropical Africa.

Now, without a more numerous population, living in healthy conditions and with a better economical

economical conditions of life for our black subjects. It is a task of great difficulty, which Belgium has energetically taken in hand, together with the problem of native education; in the latter our aim is not to make black copies of Europeans, but to form a better African. Christian missions, of both confessions, are lending powerful help in that great work.

PROGRESS MADE.

As to the progress already made in the Congo, it is needless to put once more on record the great development of the mining industry there: copper,



SIR LOUIS FRANCK, G.C.V.O.

Formerly Minister for the Belgian Colonies. Governor of the National Bank of Belgium.

diamonds, radium, gold, cobalt, have all shown remarkable progress in the last ten years. For palm oil and palm kernels, the Congo is second only to Nigeria; it ranks first in the production of copal gum; cotton-growing is expanding; so is the raising of cattle in Katanga and Kasai, where it was formerly unknown. Nearly 3,000,000,000 belga have been invested by Belgium in the Colony, which is at present self-supporting. How does this economical

Africa, let us remember that the Arab slave-traders were carrying their horrible raids into the heart of the Congo as recently as the beginning of the 'nineties. To suppress their terrible domination, it took several years of hard and dangerous warfare. The difficulty and merits of this campaign are not well enough known abroad. The Belgian officers who waged it may justly claim a great share of the blessings which Livingstone in his last words promised to those who would save Africa from the curse of slavery.

The Congo native is enjoying a degree of individual freedom which he has never before known: he is able to move from one part of the country to another without being captured by hostile tribes—to be, perhaps, eaten; certainly to be reduced to slavery. Domestic slavery is rapidly disappearing, as in no form is it recognised by the Belgian law, and because the various European establishments and factories supply a freedom and a means of living to the domestic slave who wants to leave his master. The traffic of liquor is strictly forbidden. The native has learned the use of money, which in a few years has spread wonderfully. Labour in the mines and factories is becoming more popular. The Katanga copper-mines, for instance, formerly had to recruit or import all their labour; to-day nearly 40 per cent. of their black workers are voluntarily presenting themselves, as European labourers would do. The diamond companies have had an experience still more favourable.

Elaborate and severe rules provide for the health and material welfare of the black labour, and there is no doubt that the enormous amounts yearly paid to the natives for their products and as salaries have increased the well-being of the population. The railways and navigation are suppressing the native portage, which was requiring hosts of men. A number of black people have begun to trade on their own account in European articles or native products. Others earn a fair amount by growing vegetables or other food in the neighbourhood of the European towns; and some begin to employ other black men as hired labourers—a beginning of capitalism in a patriarchal society.

The whole of the Congo's industrial development is accompanied by equality of treatment and full opportunity for black labour. Many natives have become good artisans, engine-drivers, and so on. Nothing like the colour bar of South Africa exists in the Congo. The Congo had, and has, enormous potential wealth. It has a great future. It certainly adds a splendid asset to the possessions and credit



AT THAT VAST MINING CENTRE, PANDA: PART OF THE WORKS OF THE UNION MINIERE.

standard, there is no great future for Central Africa. As we want it to have a great future and believe in it, we were bound to tackle the problem and to equip the country with railways and roads, ports and ships. But we must also build the race up anew socially, and procure better hygienic, moral, and

progress bear on the social and moral outlook of the natives?

The first and considerable advantage to them is that peace, order, and security are reigning from the Atlantic to Lake Tanganyika, and from Rhodesia to the Sudan. To appreciate what that means to

of Belgium. But it requires great investments and untiring efforts: to that extent, it is like the old inns in Spain, of which it was customary to say that you could find within their walls all you could wish for, provided you had brought it there yourself!

ACROSS AFRICA FROM LOBITO TO CAIRO—VIA THE BELGIAN CONGO.

By H. G. VARIAN, F.R.G.S.

WITHIN recent years, the development of what was once known as "Darkest Africa" has been so rapid in the matter of opening-up by railways, waterways, and, especially, motor-roads, that one can now travel, aided by these various

means and by a choice of routes, in comparative comfort from Cape Town to Cairo. Such a journey can be made, by utilising the connections between the various modes of travel, in under three months, and at a cost of less than £300. The cost and time would be about the same, starting from Lobito, across Angola to Elizabethville, in the Belgian Congo, through

the Russisi Gorge in the steep ascent is one of the most astounding feats in the extraordinary and recent rapid development by the Belgian Congo Administration.

Costermansville is delightfully situated on a promontory running out into Lake Kivu. The lake is unusual, as there are no hippo, crocodiles, or mosquitoes. At the north end is Kisenyi, the site of a German station of the old frontier: here, amongst big shady trees, amidst a glorious setting of mountains, is a sandy beach, where it is proposed to form a *plage*, a casino, etc., for the settlers who are flocking to take-up land about the lake. The Great North Road in the Belgian Congo, now being constructed, starts from here to Rutchuru, sixty miles to the north, and continues to the west of Lake Edward and Albert, *via* Beni, along the Nile Congo watershed to Aba, on the Stanleyville-Juba road.

Immediately north of Kivu, and extending to the south-west of Uganda, stretches the chain of extinct volcanoes of the "Mfumbiro," or "Birunga Range," the Mountains of the Moon, with their lava-strewn plains below. The volcanoes of the main range are now extinct, and some snow-capped, but one of recent origin to the extreme west is, after an interval of eight years, due to come into action again shortly. The Mountains of the Moon have a romance of their

A motor-road will shortly connect this route, passing along the lava plains at the foot of the range and the east of Mahavura, which is the most eastern cone of the range. The Government rest-houses, with their green lawns and their strawberries, are delightful memories of this wonderland. Eastwards from the heights of Behungi, through the bamboo forests, where the pigmy elephants are, one reaches Kabale, the headquarters of the Administration, where the roads connect once more with the world of Africa. Kabale (over 6000 feet) with its climate, shady trees, green lawns, and flower-beds, might well be part of an English landscape. The counterpart of the Belgian North Road on the west of Ruwenzori will shortly be completed on the eastern, or Uganda, side to Fort Portal.

Lake Albert, to the north of Ruwenzori and Fort Portal, with its highland surroundings of over 7000 feet, is the last of the chain of lakes. The Victoria Nile joins the lake at its exit after passing from Lake Nyanza over the Murchison Falls, where it streams through a chasm twenty-six feet wide and has a fall of 300 feet in series. Those who have been privileged to see this primeval area will carry a memory of the world as it might have been thousands of years ago: countless hippo and crocodiles are in the river

immediately below, herds of elephant and other game are passed close by on the banks undisturbed—a veritable menagerie without the cages!

Located north from Lake Albert, and near its entrance to the Nile, is the site of a gigantic scheme for a contemplated dam, the intention of which will be to regulate the whole of the Nile waters in the future, which will be necessary before the sudd regions can be dealt with lower down. The Nile, with its much flatter scenery and its game to be seen, although with a charm of its own,

suffers, in contrast, from the wonders of the Rift Valley passed by. From Juba, the most southern part of the navigable Nile, the steamer leaves for Khartoum; so on to Cairo, ending a delightful journey from Lobito Bay.



MR. H. F. VARIAN, M.I.C.E., M.S.Af. Soc.C.E., F.R.G.S., is the Chief Resident Engineer, Construction and Maintenance, of the Benguela Railway, representing Sir Douglas Fox and Partners and Sir Charles Metcalfe, Bt., Consulting Engineers.

which the main line of the Cape-to-Cairo from the south passes. From Lobito to the frontier, 850 miles, a train with sleeping- and restaurant-cars is now available, but from there to Elizabethville, during the next dry season, June to October, it will still be necessary to use the motor service for the journey of 400 miles, taking three nights in the rest camps. From Elizabethville, it is nearly a day in the train to Bukama, the most southern limit of navigation on the Kasai tributary of the Congo; there river steamers start for the North, through country of varying interests, on the four-day trip to Kabalo.

By far the most interesting route is midway between the two East and West routes mentioned, due North from Tanganyika along the lakes of the Albertine Rift Valley; but at present this is not so easily accessible, as it entails *safari* with carriers, which the writer did recently. Instead of leaving the lake steamer at Kigoma, the journey continues to Usambara in the Belgian Ruanda, where the tall Watusi natives (some nearly seven feet) live; and then on to Uvira. The whole of the Tanganyika and Rift has an indescribable grandeur of its own, but the romantic Wonderland of Central Africa commences as one approaches Lake Kivu, whose level, at 5000 feet, is several thousand feet above Lake Tanganyika. The road cut in the face of the cliff of



THE ANGOLA-KATANGA MOTOR SERVICE: PUSHING THROUGH THE DENSE FOREST IN THE BELGIAN CONGO

own, and it is difficult to say whether they or the snow-clad Ruwenzori, astride of the Equator farther to the north, make the greater appeal.

Four days *safari* is now necessary from Rutchuru, in the Belgian Congo, to Kabala, in Uganda.

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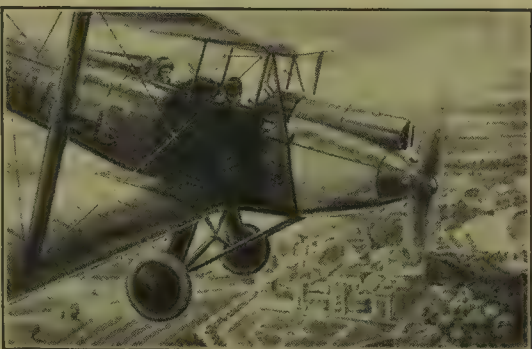
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THE BOOK OF THE MOTH

AFRICAN AIR COMMUNICATIONS.

By the HON. LADY BAILEY, D.B.E., F.R.G.S.

A TOTALLY new era is evolving in the world to-day; an era of new values of territories and new possibilities for trade, commerce, and industries. The nations are making a race of it as to who shall first have their organisation complete and be able to hold the controlling influence in the world—the individual concern is becoming more and more merged into large companies and firms; so with the states and colonies: those who keep too closely to themselves without a joint understanding with others will be at a disadvantage.



LADY BAILEY'S MAGNIFICENT TRANS-
AFRICAN SOLO FLIGHT: A MAP
SHOWING APPROXIMATELY THE AIR-
WOMAN'S ROUTES FROM LONDON
TO SOUTH AFRICA AND BACK.

self-centred, even if not self-contained or self-supporting. Each country has evolved through the ages certain languages, customs, laws, moneys; and each has its own personal history. What was distinctly a self-centred country, almost totally cut off from the outer world, now need not be so any longer.

To-day we have flying, the wireless, and electricity. These, together with the existing shipping and the motor-car, can, if needed, open up any territory in any part of the world, and link up communications. The communication facilities and organisation are the key to development and settlement. The unequal distribution of the present populations of the world is causing most of the troubles of unemployment and friction. Development takes time and work to organise, but it cannot, and will not, be of much avail if it is done with piecemeal organisation. We want to give the whole question a look-over for the future needs and assurances, and to work on broad lines. As regards the British Empire, the present stock of which this is composed needs no outside assistance. But it needs the employment of its own skilled heads of business and commerce and of administration to work for the Empire with a common view that in this way is the lot of the individual going to be raised to a far higher standard of living and of opportunity than could be accomplished by any other means. Some of the Colonies, even with our best present-day methods, are still a good way off. Now that quick air transport can be made available, there is no necessity to go far to be divorced from the surroundings one is used to.

There should be no difficulty for us and for our people to establish and open-up this route through the whole length of the Sahara Desert—there is the Nile River, not only giving water, but having the river steamers and the river ports the whole of its length. Where we finish with the river, we commence with the great chain of lakes of Central Africa. And almost as soon as these finish, to the south we are in touch with Rhodesia and the civilisation and population that are creeping up from South Africa northward to these parts in quest of very rich minerals to be found. Cairo, of course, is one proper junction for this route south to South Africa, and for the route east to India and Australia.

Khartoum could be a junction for the Chad region and Nigeria to the west and across Abyssinia to Somaliland to the east. The main route due south continuing, Nimule being a local junction to the Belgian Congo to the west; Kisumu being the junction for Nairobi and Mombasa; and Broken Hill and Salisbury the junctions for the Belgian Congo on the west and for Portuguese East Africa to the east, as well as a route to the west—south of the Belgian Congo to Angola, Portuguese West Africa. From Cape Town, as well as the air route to the Nile on the east side of the continent, there is a great opening for one up the West Coast past Lobito, Loanda, Boma, and the Cameroons, to Nigeria, the Gold Coast, Sierra Leone, and Gambia. Here we have in Bathurst (as I have been led to understand) a natural take-off place for seaplanes to South America across the South Atlantic, and the nearest African land to South America. The French already run

an air service from Dakar next door to Bathurst up the coast northwards to Morocco, Spain, and Paris, and have been running this service regularly for eight years. There are, at the present time, many colonies and parts of Africa that are bottled-up for want of a linking of the communications. The Belgian Congo is one of these. Here is an instance of this immense colony having been opened up within the last twenty-four years, and yet for the last four years they have been running a regular air service across the extent of their colony from east to west.

Going by the railway from Cape Town via Broken Hill to Elizabethville and Bukama we find this youthful Belgian colony extending right away to Luebo on the River Kasai, to link up with the river boats as far as the rapids at Leopoldville and thence by train to Boma at the mouth of the enormous River Congo at the sea on the West Coast. The French have no river of fresh water running across their huge portion of the Sahara Desert, but they propose, and have put in hand and are working on, a railway from Algiers, via Colomb Bechar, to Zinder—just north of Nigeria—and intend to link up with the railway at Kano in Nigeria. They have already been running a service of motor sleeping-cars across the desert from Oran, near Algiers, to Gao, on the River Niger, and they travel day and night for two days due south across the desert. They can run a junction from their railway, from Zinder eastwards, to tap the new extension of the Belgian Congo Railway at Luluabourg, to the east of the commencement of the great forests of the Western Congo, by skirting the forest area to the north and keeping along the southern edge of the desert. The lately opened Benguela Railway, in Portuguese West Africa, will also form an extension of the Belgian Congo Eastern Railway. This Belgian Congo Railway has been mostly built by British engineers; the Belgian Congo air service is run with British-made aeroplanes. Where are our air services in Africa? Where is our north-to-south railway in Africa? Who first made the suggestion of north-to-south communications by railway and road? Cecil Rhodes; and yet we are leaving it to other nations to carry out and to prove the truth and soundness of this project. The same with the air as with the railways: our pilots, or pilots of our Dominions, have made the first flights from north to south, but now we are leaving it to others to establish the commercial air services linking Europe with Rhodesia. Are we lacking in enterprise, or is it merely the fact of lack of interest?

How valuable Morocco is to France! It is a marvellous acquisition, and they have lost no time in doing wonderful work in administration and road-making there. And what would appear to be useless Sahara Desert, without water, they are using as a natural motor-track, and are marking on it direction signals for an air route. They are going to use it as a stepping-stone to release and relieve the

in progress. "Seeing is believing," and the wonders along Central Africa from east to west can be seen, can be opened up, by modern means and facilities of wireless, aviation, electricity, and the motor-car. Great distances necessarily require speed of communication, whether it be by speech or by personal travel. And, for the first time in the history of the world as we know it, we have got these facilities to-day. Are we as a nation and an Empire going to make use of them? Nearly all the nations have been awake to the realisation of the dawn of this new era for some few years now.

In England we are still sitting in the library reading the newspapers, with an occasional trip to Paris by Imperial Airways, which for about six years since its start has, until this year, never got further than Paris, a flight of about one and three-quarter hours from England. This matter of communications using the modern facilities that



AT THE END OF HER GREAT FLIGHT FROM LONDON
TO SOUTH AFRICA: THE HON. LADY (ABE) BAILEY
AT RUST-EN-VREDE, MUIZENBERG, CAPE COLONY.

are available to-day should be not only a national policy, but an Empire policy. This year has seen the development of Imperial Airways from Paris to India; next year may see the whole or a part of the route to the Cape, a route on which the Airways should be able to make a profit before too long. They will not only employ fresh hands, but they will cause new centres of civilisation to be established; new mining areas; a great development in trading; and should consolidate the framework on which is built this commonwealth of nations. It is not only the achievements in aviation of to-day that are of immense interest, and, for those who know the nature of the countries traversed, so wonderful, but it is what aviation portends for the future that has the whole fascination of a true "fairy story."

If a map of the world were laid out, and one were to measure off the miles to far-off places, and see how long it would take to fly there in the future, when the ordinary commercial aeroplane will have attained to the present Schneider Trophy speeds of this year of over 300 miles per hour—then it would well be seen how easy it will be to cover these many miles in a very short time. And even considering this instance alone, can it then be wondered at that the nations of the world are making a race of it in the development of commercial aviation? It is a necessity strongly to support this progress, not only as an obligation on our part to the world, but as a deciding factor as to whether we ourselves are able to swim in the future or only to sink.

Not only is it urgent for us to work on broad lines with a view to the future, but also because many, if not most, of the other nations are not only doing so now, but have been working on the development and establishment of commercial air services and wireless stations and road-building for a good many years, so that we have, first of all, a good deal of leeway to make up.

To my mind, the one object, if it can be put through, is to lay the routes direct on as straight a line between places as possible; otherwise the outlay will be old-fashioned and handicapped in a very few years' time, and the profits by then to be earned by commercial air-route companies will be handicapped by passengers and mails flying on other routes to get to their destination. No one, I think, could say that, with the present modern facilities that we have to hand to-day for quick communications from an aeroplane to any part of the world, and that in so many hours of flight, a new era has not arrived with innumerable greater opportunities than ever before, and with a new value put on to all territory, be it for mining, trading, agriculture, or as a path over which to fly to link up our air routes.



AFRICA AND AVIATION: A MAP TO SHOW THE POSSIBILITIES
OF AIR-COMMUNICATION BETWEEN EUROPE AND AFRICA.

bottled-up wealth of the Belgian Congo, as well as of their own colonies, in providing a quick outlet to Europe; so that, instead of the few people who take months to travel to the many rich and valuable empty lands of the central strip across the African continent, commercial and business heads can go out there in about fifty hours of flying, and look over any propositions put forward or review work

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CLOVES DRYING IN SUN

THE NEW PORT

NATIVES SEPARATING CLOVES FROM STEMS

ZANZIBAR—ARABIAN NIGHTS CITY OF BEAUTY AND BUSINESS.

By "TRAVELLER."

FEW fairer spots are to be found in all the world than Zanzibar, the largest and most important commercially of the many coralline islands off the East Coast of Africa. Although only fifty-four miles in length and but twenty-four at its widest part, and with a total area of 680 square miles, it is crammed with an abundance of places of historical and romantic interest.

The first view of the town from the anchorage is one of densely-packed Arab houses; palatial buildings on the foreshore and the spires of cathedrals in the background; and the new harbour works, which were declared open at the end of October last. Here and there are to be seen mosques of Oriental architecture; and the erstwhile palace of the Sultan, now used as the Government offices, stands cheek-by-jowl with the more modern structure which is the present Sultan's palace. The Foreign Consulates, each with its own ensign floating in the breeze, and the substantial building of the Eastern Telegraph Company, complete that first bird's-eye view from the sea.

Fringing the roadstead are little green islands that stud the sea like emeralds. In the anchorage is a cosmopolitan collection of picturesque Arab dhows, stately mail-steamers, and battered old cargo-steamers. They add their testimony to the fact that the island is still of commercial importance, even if it is not still, strictly speaking, the great emporium of the East Coast of Africa. Its slave-trading days are departed for ever, having been abolished in 1897; but in place of the slave market have sprung up innumerable trading firms who supply the world, and America more particularly, with ivory, cloves, hides, and copra. The clove industry of Zanzibar and Pemba, the adjoining island, supplies three-quarters of the world's needs. During the past quarter of a century, Zanzibar has made steady progress and kept well abreast of modern developments. Significant of this trend is the fact of the newly-completed harbour and the reorganisation of the port facilities. Steamer-borne cargo is now loaded or discharged at this new wharf, while the old Customs wharf remains in use for the handling of dhow cargo and as a produce market until the new quayside in the harbour is ready to cope fully with this work. This deep-water wharf, however, is only capable of berthing small coastal steamers alongside; but it is hoped to proceed with the extension of these harbour works so that ocean-going vessels can be berthed alongside the wharf.

This new wharf provides for the handling of cargo from large steamers, which is brought ashore by lighters, and it consists of a reinforced concrete pile wharf, 800 feet in length, and with a decking space of 42,000 square feet. It is suitable at all states of the tide for mooring lighters and berthing vessels of a draught not exceeding 20 feet; and it is equipped with one five-ton and four 30-cwt. electric cranes. This wharf is served by two large transit sheds and an open stacking-ground. For dhow cargo, and also for use as an emergency lighterage quay, there is a massive concrete retaining wall with a quay frontage of 522 linear feet. This is to be equipped with one 3-ton electric crane, and one 10-ton hand derrick crane, and a large transit shed is also to be erected. For the handling and storage of coal there is a stacking area of 55,000 square feet, with a massive concrete retaining wall giving a quay frontage of 200 linear feet suitable for lighterage handling.

The completion of this undertaking has placed the port of Zanzibar in a position to handle the foreign trade of the island, and, if necessary, a considerably increased volume of East African coastal traffic, with a maximum of efficiency and economy. In the matter of roads, Zanzibar has made astounding progress within the past decade; and the change is all for the good.

Between the years 1913 and 1928, the revenue of the island has risen from Rs. 41,26,000 to Rs. 62,90,000; and the surplus balances from Rs. 37,89,000 to Rs. 43,23,000. In 1923, however, the revenue stood at Rs. 88,38,000; and in 1925 the surplus balances were as high as Rs. 101,32,000. There was considerable fluctuation in the figures between 1913 and 1928, but this fact can be attributed largely to a variation in the clove crop. The trade of the island experienced rather a setback in the year 1928-29, owing principally to an exceptionally small harvest of cloves which followed on the heels of four successive

years of high production. But this season's crop bids promise of being an unusually large one. The clove industry being the island's principal asset, it follows that anything that affects the harvest immediately reacts upon other trades; so it was that the bad season of the last fiscal year brought in its wake a consequent slackening of trade throughout the island, although the price of the clove produce reacted sharply to the prospect of restricted supplies. But the compensating value of this latter factor was lost very largely on account of large forward sale commitments. Nevertheless, Zanzibar is generally content and optimistic about this coming year's prosperity and trade expansion; and the island has every reason for feeling satisfied with the outlook.

There is something about Zanzibar that holds the interest of the visitor, and happiness and generous hospitality are to be found there. It is not exactly easy to analyse your sensations or to explain them; but you are always sorry to leave the island, for it possesses a distinctive charm that remains unique.



ZANZIBAR: A PHOTOGRAPH SHOWING THE NEW HARBOUR WORKS AND THE SULTAN'S PALACE.



ZANZIBAR—WITH THE SEA BEYOND: A VIEW FROM THE ROOF OF THE TOWER OF THE GOVERNMENT OFFICES.

FROM CAPE TOWN TO LONDON via THE EAST COAST.

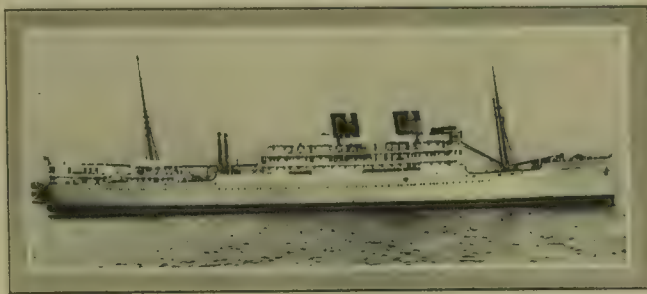
By MAJOR W. R. FORAN, F.R.G.S.

THE voyage homewards from Cape Town via the East Coast route is becoming deservedly more popular every year. Naturally, it takes longer than by the Western route—approximately forty-eight days as compared with seventeen—but it is much more interesting, and monotony is broken frequently by calls at fascinating tropical and sub-tropical ports.

I elected to make my homewards trip on the Union-Castle liner *Llandovery Castle*, and have no reason to regret that decision. No sea voyage could have been made more enjoyable. The *Llandovery Castle* is fitted especially to give comfort to the passengers in the tropical zones, and is also equipped for colder climes. Spacious and comfortable public rooms, a wide and roomy deck-space, and commodious cabins all tend to make such a journey free from causes to grumble; and the catering is excellent. The Union-Castle Mail Steamship Company are fully alive to the spirit of competition among steamship companies for the passenger- and cargo-trade of the East Coast of Africa, and they have recently added a new motor-vessel to their fleet on this route—the *Llangibby Castle*. Roughly speaking, one vessel each month steams up the East Coast of Africa on its voyage to London from the Cape of Good Hope, and it is possible to make the complete voyage round Africa either way by this steamship line; while stop-over privileges are also available.

From Cape Town by the East Coast route to Mombasa the journey is deemed to be in the nature of coastal traffic, and the real voyage homewards commences at Mombasa. But consider what is offered between Cape Town and Mombasa—to say

nothing of what follows thereafter. The traveller is enabled to visit Port Elizabeth, East London, Durban, Lourenço Marques, Beira, Mozambique, Dar es Salaam, Zanzibar, Tanga, and Mombasa. Thus it is possible to see places that hold both beauty and historical associations, and also give abundant



ADDED TO THE AMENITIES OF THE EAST COAST ROUTE: THE NEW UNION CASTLE MOTOR-LINER "LLANGIBBY CASTLE."

proof of rapid growth. These ports are so near to one another that almost every day there is offered a change from the usual tedium of long sea voyages.

It is generally possible to make a rapid railway journey from Mombasa to Nairobi while the vessel is in port, and thus passengers are able to travel over one of the most fascinating and comfortable railways in the world and see wonderful scenery. It is well worth the effort and the small cost. At Mombasa, as at Dar es Salaam, Tanga, and Zanzibar, the ship is joined by sun-burned East African officials and business men or planters homeward-bound on a well-deserved spell of leave. Many are accompanied by wives and children. Mixing with them, you learn a new respect for that well-intentioned but often misunderstood tag—"Empire-builders."

From Mombasa to Aden, the first port of call, is, roughly, but a matter of five days; but the sameness of that brief spell is broken by an intensive programme of deck sports and occasional glimpses of Africa's north-eastern bleak coast-line. The old Arab proverb comes back to the mind as one views the barren waste of Aden—"When Allah created Aden, the Devil laughed"! And then the Red Sea is entered and the ship heads for Port Sudan, midway between Aden and Suez. Port Sudan draws everyone ashore. There is much to see that gives one to think, and one leaves this rising Red Sea port—the gateway to the Sudan—with a deep impression of its future prospects.

Suez has altered little in the past few years, and its chief interest lies in the fact that from here passengers can make a hurried visit to Cairo by land and rejoin the steamer at Port Said. Many take advantage of this unique opportunity, offered at such inconsiderable cost. Those who fail to do so content themselves with the ever-fascinating, slow progress through the Suez Canal. And Port Said—what an intriguing name that has always been!—offers much to the visitor; but in the past few years it has been improved and cleansed of many of its past evils. Particularly noticeable are the new efficiency of the police force and the control of the annoying army of beggars and vendors of all and sundry.

In the blue waters of the Mediterranean one begins to feel the homecoming spirit and to sense the nearness of England. Crete is seen on the distant horizon; and, presently, the Straits of Messina are negotiated. Either by day or night, their passage is a thing of beauty and interest. And, with luck, the red furnace-glow of the crater of Stromboli may be seen at night. And shortly afterwards Genoa is reached. Many passengers desert the ship here and make the long journey overland to their homes. To the others there is offered ample time to see something of this beautiful Italian port and town.

Marseilles, the next calling-place, draws still more passengers from the ship; but there are always a goodly few who prefer to make the sea-trip round to London.

On leaving Marseilles, a hurricane struck us, and during the night we encountered terrific seas and winds; but the *Llandovery Castle* proved a wonderfully steady steamer, and few, if any, were overcome with *mal de mer*. And at dawn the sea was as smooth as a mirror as we passed the Balearic Islands and steamed through the Straits of Gibraltar. But, as the notorious Bay of Biscay was approached, the seas and wind rose and we ran into a gale. But again the *Llandovery Castle* proved herself a first-class sea-boat and rode the waves like a swan.

Rounding Cape Ushant, we entered the English Channel and got our first real taste of an English winter. Yet we were neither uncomfortable nor cold, for the steamer was steam-heated throughout. And, twenty-four days after leaving Mombasa, we entered the new docks at the Port of London and arrived in England at dawn on Christmas Eve. A splendid and interesting voyage, with every comfort and pleasant companions.



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KENYA COLONY: NAIROBI AND KILINDINI.

By "PIONEER."

NAIROBI is the pulse of Kenya Colony. It is the administrative capital, the hub of the country, the Mecca of all those who land at the port of Kilindini, and the heart of the commercial and agricultural community. When one remembers that railhead only reached the barren plains at the foot of the Kikuyu Escarpment in 1899, at the site where now Nairobi thrives, it will be realised that the present-day town is a fitting monument to that small band of hardy pioneers who nursed it through all the ills of babyhood to manhood.

The Nairobi of to-day is a vastly superior town to that of thirty, or twenty, or ten, or even two years ago. In the past two or three years, gigantic strides forward have been made. It compares more than favourably with its older brethren in Southern Rhodesia—Salisbury and Bulawayo. Yet Nairobi is still in a transition stage, and has not yet escaped from its growing-pains. Everywhere, immense and solid buildings are springing up, either to fill vacant plots of land, or as a substitute for old and time-worn temporary structures. There remains ample room for expansion, and, seemingly, there is every occasion for it. In yet another decade will have been built a town in the heart of a former natural "Zoological Garden," in the midst of the Kenya Highlands, that will rival many another important centre in the Union of South Africa. And if it come to pass, as many strenuously believe, that Nairobi is chosen as the capital of a federation of British States in Equatorial Africa, then will the seal be set upon its future greatness.

The story of the town's birth and growth is romantic, and on a par with that of the Colony itself.

any other part of Africa. Big-game hunting is still the major lure for visitors, but one now has to go further afield for it, yet in greater comfort. The amenities of the various townships have been modernised, and transportation problems overcome. In short, Kenya has become more nearly civilised. Yet there are many of the old-timers who speak with regretful sighs of the days that are gone—never again to return. Kenya Colony has been aptly termed a land of surprises. In two decades or less it has become a land of intensive developments and extensions: it is a vital force in the establishment of



BRIGADIER-GENERAL G. D.
RHODES, C.B.E., D.S.O.,
General Manager of the Kenya and
Uganda Railways.

a bulwark of European civilisation in the heart of Equatorial Africa; and it has proved to be the negation of all the scaremongers and cavillers. British genius and enterprise, dogged perseverance and sheer grit have succeeded where the pessimists declared it impossible. The Colony has been built up on solid foundations. It is true that mistakes have been made, and will yet be made; but the colonists have

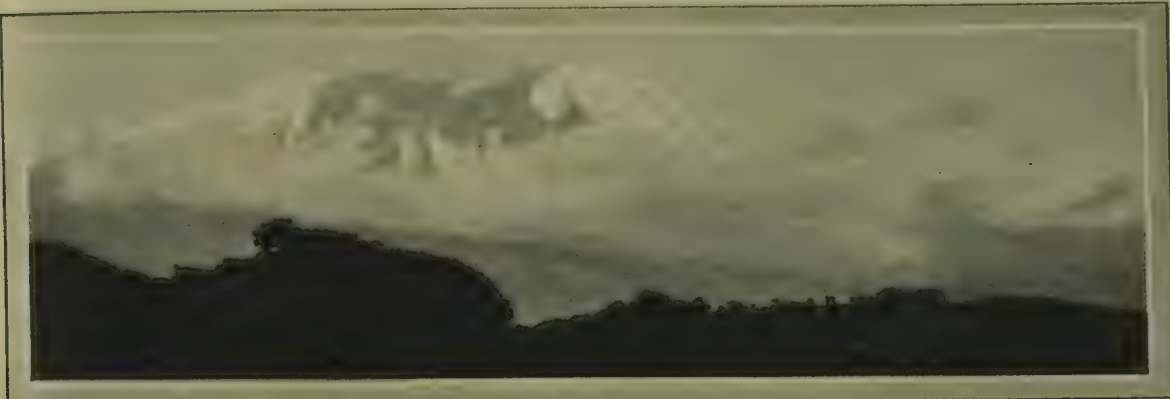
on the Kenya and Uganda Railways any the less remarkable. To the returned prodigal, after an absence of twenty years from the Colony, it is bewildering. Nothing had prepared me for the shock I experienced as we slowly steamed to our anchorage in Kilindini Harbour. Both the Island and the harbour had grown out of all recognition!

As you drop anchor at the anchorage, you are confronted with deep-water wharves, a forest of electrically-driven cranes, and rapidly-extending harbour works. Large and small buildings, customs and transit sheds, piers and wharves, line the shore where once stood nothing more elaborate than a scanty embankment of stone and earth which served as a pier. Here, indeed, has the hand of Time worked in and out of hours in the cause of progress. As I looked at these vast alterations, in its general appearance, it seemed almost incredible that this could be the Kilindini I once knew. Yet it surely was. Here is now developing one of the finest harbours on the eastern seaboard of Africa; and, with the completion of the programme for the extension of the existing facilities, Kilindini Harbour will certainly rank second to none on the East Coast.

The main wharf, as first built, was 550 feet in length, and there was also a projecting pier of 100 feet in length; but two more deep-water wharves were sanctioned in 1927, and both are now in use. These new works have added 1100 feet of wharfage to the facilities, and they possess quays 50 feet in width. In all, there are four deep-water wharves in use to-day, together with the privately-owned pier and landing-stage of the Magadi Soda Company. An additional deep-water wharf, together with a double-storeyed shed and a bulk-oil jetty, are in course of construction, and should be completed towards the end of this year. This fifth wharf, with its satellites, is estimated to cost £668,000. The name of the additions to the Kilindini Harbour facilities is legion. Every year witnesses increased provision being made for additions to the facilities at the port.

Not only in the matter of harbour developments has Kenya made immense strides in the past ten years. Its excellent forward policy of construction to meet railway transport demands is equally marked. The rolling-stock has been modernised. Fast and comfortable mail trains, of the corridor pattern, and equipped with restaurant cars, speed over the land and connect up with neighbouring systems. Branch lines have been thrown out where they were most urgently called for by the rapidly-developing production potentialities of the Colony. The days of the old-fashioned foot safari from point to point have long been relegated to the limbo of the faded past; for to-day almost any part of Central Africa, and even further afield, is accessible by motor roads, railways, lake or river steamers.

And if the changes in Mombasa and Kilindini are great, so also are those wrought in Mombasa itself. Gone are the diminutive trolley cars on their little tracks, and motor-cars a-plenty now speed along the wide, macadamised roads. Old buildings have



THE EXTINCT VOLCANO WHICH IS CLAIMED TO BE THE HIGHEST MOUNTAIN IN AFRICA: KILIMANJARO
(19,710 FEET).

Without the surrounding territory prospering, Nairobi must have stagnated. But how could it have stood still in the face of the enormous trade development that has occurred? Really to appreciate all that three decades have accomplished, it is but necessary to picture Nairobi and the Colony as they were and as they are now.

In place of the typical frontier township or village, an eyesore of tin shanties and mere tracks for roads, to-day there are to be found well laid-out cities in the making, with broad, macadamised roads and avenues, a spreading vista of beautiful gardens and picturesque suburban homes, and magnificent buildings. Water-borne sanitation has replaced the crude methods of the past. Where, formerly, the greatest risk the pedestrian in Nairobi had to face was that of being suddenly confronted by a wild or savage animal, to-day he is beset hourly by the fear of being knocked down by a motor-car or lorry! The old peaceful and happy-go-lucky life has given way to bustle and noise; motor-cars in their hundreds speed up and down the roads and streets, while aeroplanes drone overhead.

If building activity is any test of progress and prosperity, then Nairobi's present feverish rush to erect magnificent and permanent structures, to cover the many vacant stands with them and to challenge any other town in Africa with the results, is significant; and behind such operations must surely be the moral and financial support of the local banks, imbued by a complete faith in the future of the Colony.

Kenya is as beautiful and healthy as ever it was. Not even civilisation could rob the country of that great attribute. Sports have been lifted out of the category of frontier-town makeshifts, and now challenge comparison with such attractions provided by

profited by them. Vitality and rapid growth, a supreme faith and cheery optimism, are the distinguishing characteristics of Kenya to-day. Colonists of the right type and with a sufficiency of capital are still needed; and there is ample room for them. It is still a new country in the making, but it holds out a ready welcome to all who will fearlessly play their hand in its upbuilding; and it offers to all an



IN THE ADMINISTRATIVE CENTRE AND CAPITAL OF KENYA COLONY AND PROTECTORATE: AT NAIROBI—
THE NEW RAILWAY HEADQUARTERS.

alluring attractiveness which is very genuine and cannot be ignored.

KILINDINI HARBOUR AND RAILWAYS.

To say that a miracle has been performed at Mombasa Island, and, more particularly, at Kilindini Harbour, in the past quarter of a century or less, is no exaggeration. Nor are the improvements made

been torn down, old landmarks have been swallowed up in the march of progress, new and first-class hotels serve the needs of travellers; banks and commercial houses have sprung up like mushrooms; private houses and churches have multiplied beyond belief, and mosques and temples have followed suit. To-day there is a new and better Mombasa; a healthy and beautiful port-city.

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COTTON-GROWING IN THE SUDAN.

By SIR FREDERICK ECKSTEIN, Bt.

THERE is every probability that cotton has been grown in the Sudan since the time of the Pharaohs, or earlier. But there is no evidence that a single bale of cotton ever left this part of Africa until about a quarter of a century ago. In 1904 an American gentleman of great vision, Mr. Leigh Hunt, of Nevada, visited the Sudan to shoot big game; and there he became imbued with the idea that the Sudan could be made a great cotton-growing country.

Following up this idea, he explained his views to Lord Cromer, who showed his sympathy by granting him a concession of 10,000 acres at Zeidab. Mr. Hunt then left for London, and induced the firm of Wernher Beit and Co., to form a private company—called the Sudan Experimental Plantations Syndicate—with a capital of £80,000. Work was commenced at once, and a first small crop of cotton was picked in 1905.



SIR FREDERICK ECKSTEIN, Bt.
For many years Chairman of the
Sudan Plantations Syndicate.

During the following three years one thing was clearly demonstrated; that cotton could be grown on a commercial basis. It was, therefore, decided to drop the name "Experimental," and the new name of "Sudan Plantations Syndicate" was adopted. Under this title, the enterprise is still conducted; but its paid-up capital has since risen in successive stages from £80,000 to £2,250,000. In 1910 the managers of the Sudan Plantations Syndicate felt that a district called the Gezira, which lies between the Blue and

the White Niles, south of Khartoum, offered better natural conditions than Zeidab for the growing of cotton.

Negotiations were opened with the Sudan Government, with the result that an Experimental Station comprising 1200 acres was established at Tayiba, on the Blue Nile, for the purpose of growing long staple Egyptian cotton. Answers were required to two all-important questions: First, could cotton be grown at a time when Egypt did not require the water from the Blue Nile?; and, secondly, could this fine grade of cotton be grown in the Gezira on a commercial basis? Within two years success was assured, and the two questions could be answered in the affirmative.

Lord Kitchener now took a hand in this, to him, most interesting problem. Orders were given to start work with the Sennar Dam, and in 1914 the Sudan Plantations Syndicate erected a second pumping station at Barakat, capable of irrigating 6000 acres. War then interfered with further development, but the growing of cotton continued, and the cotton was shipped regularly to Liverpool. Peace restored, further expansion became practicable, and the Syndicate erected in 1920 a third pumping station, at Hadj Abdullah; and in 1922 a fourth pumping station at Wad el Nau. The area irrigable by the Syndicate's pumps had now risen to 60,000 acres. Meanwhile, the Sennar Dam was nearing completion, and its sluices were opened in 1925.

The land of which the Syndicate had the agricultural management now amounted to 300,000 acres; the following year it was increased to 450,000 acres; and at the moment of writing it totals about 550,000 acres. The tenants have risen from, originally, one single one at Zeidab to, at present, 15,000; and two years hence they will number 18,000, or about 100,000 souls.

One must now consider the effect of this novel and intensive cultivation on the country. First, the Sudan Plantations Syndicate manages this work under a concession granted by the Sudan Government. The essential feature of the scheme is that it is worked under a co-operative system by which the Government receives a certain share, the native tenant receives a share, and the Syndicate receives a share of the proceeds of the cotton crop, in such a way that none of these three parties can make a profit without the others participating; and all play their distinct rôles.

What is the consequence of this? Instead of experiencing periodical famine



COTTON-GROWING IN THE SUDAN: THE SECOND WATERING.

years, the native is well off. The Sudan Government receives a large revenue from their share in this cotton enterprise, thus showing the wisdom of building the Sennar Dam. In addition to this, large direct and indirect revenues arising from the Gezira Development accrue to the Government. The shareholders of the Sudan Plantations Syndicate, numbering nearly 8000, receive regular dividends.

Besides these plantations in the Gezira, fair quantities of excellent cotton are grown in the Province of Kassala and at Tokar (Red Sea Province), and are shipped to England. Along the banks of the White Nile, and particularly in the Nuba Mountains, rain-grown cotton is grown and ginned, likewise for export. The value of the cotton exported to Lancashire from the Gezira districts of the Sudan last year exceeded three million pounds sterling.

THE PORT SUDAN OF TO-DAY.

By "F.R.G.S."

BORN of military necessity, Port Sudan has more than justified its conception since its birth. Here is the seaward terminus of the Sudan Government Railways; and the quickest route to Khartoum and the Sudan in general. It is situated on the Red Sea, about midway between Aden and Suez, and to-day possesses a modern and splendidly equipped harbour. The wharves and cranes, transit sheds, and other harbour facilities, are a surprise. Its trade is ever on the increase, and, since the completion of the Sennar Dam, the cotton shipments through this port have grown enormously.

The approach from the Red Sea offers a vista of sand flats, with a wicked and long reef protecting the entrance to the harbour proper. There is a narrow entrance into the harbour, and vessels berth alongside the wharf, which is provided with the most up-to-date appliances for coaling and for loading or discharging cargo.

The town and Government offices face the harbour; and the quays, built on a sandspit, are connected with the mainland by a drawbridge. Visitors are rowed to the mainland from the quays, and the charge is ridiculously small—twopence



AT PORT SUDAN: A VIEW INCLUDING THE GOVERNMENT BUILDINGS AND THE PUBLIC GARDENS. The Government Buildings are seen in the centre. The white-pillared structure to the left is the stand in which the King was welcomed when he visited Port Sudan in 1912.

per head. The most prominent buildings of the town are the Government offices and the Sudan Railways Hotel, both very substantial edifices. In the centre of the town are the restful green gardens, the earth for which was imported. Here many flowering plants, beds of flowers, and shady trees cover the desert. It is an oasis of beauty in the heart of a barren, sandy waste, and it is impossible to avoid admiration for the enterprise that has brought these gardens into being.

The streets are in parallel lines, with the buildings all built to pattern, and coloured to match the sand on which they stand. The police are Indians, and have a very workmanlike appearance. Motor-cars, quaint small wagons drawn by skeletons of ponies, camel-carts, and bicycles meander down the thoroughfares.

The Sudan Government Railways Hotel on the water-front is as cool and comfortable as any traveller could desire; but, then, the Sudan Railways have ever been famed for their thought for the comfort of travellers over their system. Water is laid on in the town, having been brought in from Khor Arbaat, some eighteen miles distant. This water system was inaugurated in 1925, and has done much to make for comfort. Beyond the town may be seen large numbers of camels, sheep, goats, and cattle grazing off the desert scrub. They all look pitifully thin and starved, but then what else could one expect, seeing how barren of green vegetation is that sandy waste? The trade of Port Sudan does not come from its near vicinity, but from the vast hinterland. The chief exports through the port are cotton and grain; but all of this emanates from the interior.

From Port Sudan trains leave twice a week for Atbara Junction, 300 miles distant, and from there proceed onwards to Khartoum and beyond or southwards to Wadi Halfa. The route joins the line from Suakin at Sollom Junction (eighteen miles from Port Sudan), and then the railway ascends a range of volcanic mountains through a succession of barren defiles. This is the country of the Hadendoas



AT PORT SUDAN. COALING AND DISCHARGING EQUIPMENT AT THE MAIN WHARF.

("Fuzzy-Wuzzies"). The gradients are easy up to the summit, situated at an altitude of 3000 feet, and some eighty miles from Port Sudan. And, finally, Atbara Junction, the headquarters of the Sudan Railways, is reached. The comfort of the Sudan railway system is world-famous, and calls for no further praise.

The Sudan is fortunate in having had from its beginnings the old-established British firm of Gellatly, Hankey and Co., whose reputation and activities are world-wide. Beyond its commercial importance and the fact that it is the quickest gateway to the Sudan, Port Sudan possesses little to recommend itself to the visitor. It has grown wonderfully since its birth, and gives promise of still greater expansion. When the wealth of the Sudan, which it serves, is really exploited to the full, then Port Sudan will be something much more than a Red Sea backwater.



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THE PAGEANT OF ROYAL EGYPT.

By PHILIP O'FARRELL.



THOUGH the fame of the Pharaohs is great, it is also remote, and when, in 1922, Great Britain recognised Egypt as an independent Sovereign State under the rule of H.M. King Fuad I., it seemed to many that an entirely new kingdom had been

brought into being, whereas, in fact, Royal Egypt has a history stretching back to the earliest days of civilisation. The rulers of Egypt have been known by many names—Pharaoh, Sultan, Caliph, Khedive (and two ruling Queens of remarkable interest must not be overlooked); the dynasties, frequently, have been of foreign origin (as has often been the case also in modern Europe); and there have been periods when Egypt was totally crushed beneath the heel

of a foreign conqueror; yet, taking the broad view, it may be said that there has been a persistence of royal rule in Egypt, just as there has been a persistence of the Egyptian type. Foreign dynasties and foreign invaders have been absorbed into Egypt and have become Egyptian instead of imposing their own civilisation on the Nile Valley. The *fellah* of to-day often resembles the portraits of the old Egyptians of thousands of years ago as closely as one pea resembles another, and the habits, the mode of life, the traditions of the people have but little changed through the centuries.

Amarna, where for the few years of his reign the new worship reigned supreme. His hymn to the sun—
Beautiful is thy resplendent appearing in heaven,
O living Aten, who art the beginning of Life . . .
is one of the world's great literary achievements, and, in spiritual inspiration, centuries in advance of its time. There is Seti, whose grave is visited to-day by everyone who goes to the Valley of the Kings. He led a successful expedition into Syria, re-establishing Egyptian naval bases at many of the coastal towns, and he was noted also for his piety. There is Rameses II., whose monuments are many, who ended a great reign at the age of ninety; and there is Rameses III., the last of the great Pharaohs of the "new empire." The old dynasties vanished and were buried in the sands, but the old traditions were carried on. The Persians came; Alexander the Great came—all went their way and were forgotten, so that to-day men no longer know where lies the tomb of the mighty conqueror in the city to which he gave his name. The Ptolemies came, and they adopted the traditions of the Pharaohs and ruled as the Pharaohs had ruled, until, with the last and most famous of her line, Cleopatra VI., Egypt was absorbed into the Roman Empire and so slept and dreamed awhile.

The Roman Empire passed away. Egypt remained. The history of Egypt in the Middle Ages is colourful, fascinating, stirring. Again great rulers flash across the stage—vivid, forceful personalities. Ahmed Ibn Tulun was a great soldier and a great administrator; under his rule Egypt, for the first time since the Arab conquest, became again a powerful and sovereign State. He threw over all but a nominal dependence on the Turkish Caliphate and, by his own conquests, united under his sole authority all the wide stretch of territory from Libya to the borders of the Byzantine Empire in Asia Minor and from the Euphrates to the first cataract of the Nile. He was, too, a great builder, and the Mosque of Ibn Tulun remains one of the finest monuments of Cairo to-day. There was the Ayyubid Sultan, Saladin, who reigned in the twelfth century, and whose very name still conjures up romantic visions. The Citadel, Cairo's most conspicuous feature, was his creation. There was the Mamluk Queen, Sheger-ed-Durr, "Spray of Pearls," to whom St. Louis owed his life; she possessed great qualities, and for a time, despite Muslim prejudices against a female

traditional practice) commemorated the journey made by this doughty lady to the Holy City of Islam. There was Beybars the Great, who waged the Holy War for ten years in Palestine; before he died his commands were obeyed from the Pyramus and Euphrates to the south of Arabia and the fourth cataract of the Nile. There was Kait-Bey, a great builder and traveller, whose two mosques in Cairo are among the most exquisite extant examples of Saracenic architecture: wherever he went, he left traces of his progress in well-made roads, schools, bridges, fortifications, and other useful works. It was not until the Turkish conquest in 1516 that Egypt relapsed once more into a sleep that was to last just on three hundred years.

Mohammed Aly the Great reawakened her in 1805, when he founded a virtually independent



RULER IN EGYPT IN 1550 B.C.:
THOTHMES III.

By Courtesy of the British Museum.



HIS MAJESTY THE KING OF EGYPT · KING FUAD I., G.C.B.
His Majesty was born on March 26, 1868, and succeeded his brother as Sultan in October, 1917. He was proclaimed King on March 16, 1922.

Were one to attempt to paint a pageant of Royal Egypt, how many remarkable figures would crowd upon the scene! Space permits me only to recall a few, chosen almost at random. The name of Tutankhamen is now a household word in England, but in history he was one of the least important of the monarchs of Egypt. There is Menes (3500 B.C.), from whose reign the beginning of Egyptian history is usually reckoned. It was at this period that Upper and Lower Egypt were united; and Menes founded a new capital at the junction of the two lands, at Memphis, a few miles to the south of modern Cairo. There is Hatshepsut, sometimes called the "Queen Elizabeth" of ancient Egypt. She was one of the rulers of the early Eighteenth Dynasty (1580-1411 B.C.). She reigned long, and did much to develop the resources of the country by peace and good government, and her funerary temple at Der el Bahri is one of the most familiar landmarks to every visitor to Luxor to-day.

There is the great Amenhotep III., who reigned when Egypt was at the zenith of its power, and aimed not at foreign conquest, but at consolidating the might of Egypt by peaceful alliances and development at home. It was he who built the colonnaded court of the Temple of Luxor, which many hold to be the highest achievement of Egyptian architecture. There is that strange, mystical youth, the Pharaoh Akhenaten, poet, dreamer, and religious reformer, whose life-work was for freedom of religious thought from the bonds of idolatry, freedom for the State from the trammels of a priesthood. Akhenaten, father-in-law of Tutankhamen—who reverted to the religion of his forefathers—moved his Court from Thebes to Tell el



A CENTRE OF STATE IN THE EGYPT OF THE THIRTEENTH CENTURY B.C.: THE THRONE-ROOM OF THE PALACE OF KING MER-EN-PTAH, AT MEMPHIS—A MODEL.

This reconstruction-model is exhibited in the Eckley Brinton Coxe, Jr., Memorial Wing of the Museum of the University of Pennsylvania.

monarch, she ruled alone. The Mahmal that was annually borne from Cairo to Mecca on the pilgrimage (until, a year or two ago, the quarrel between Egypt and the new régime in the Hejaz suspended this

dynasty. Mohammed Aly Pasha, Albanian by birth, identified himself entirely with the country of his adoption and was the founder of modern Egypt. A great soldier, an able if ruthless administrator, it was he who first saw that Egypt's future lay with Europe, and he freely called in European assistance in developing the country and introducing modern improvements. The Khedive Ismail "the Magnificent," father of the present King, carried the work still farther, taking as his motto the saying: "My country is no longer part of Africa; it is in Europe." His enthusiasm and his grandiose ideas outran the resources then at his disposal, and ultimately led to his downfall and British intervention. That intervention seems now likely to be finally terminated and the full independence of Egypt restored. In no hands could the task that Mohammed Aly initiated and Ismail so resplendently carried on be more safely left than in those of the present monarch, King Fuad I., who combines an admiration for all that is best in Western institutions with a wise appreciation of the necessity for hastening slowly in bestowing democratic blessings on a politically backward nation. Educated in Europe and endowed with a remarkably observant and active mind, King Fuad has always placed the cultural advancement of his country before all things, and has identified himself with every scheme that will help towards the moral, social, and intellectual welfare of his people. He better than any other can hold the balance between the reactionary conservatism of the more old-fashioned elements and the too iconoclastic impulses of the ardent-minded nationalistic youth of modern Egypt. He is destined to hold a high place in the five thousand years' old history of the land that he to-day so wisely guides to higher destinies.



LORD MELCHETT'S AFRICAN TOUR; AND IMPERIAL CHEMICAL INDUSTRIES.



THE tour that Lord Melchett is making of South Africa is a typical gesture on the part of a man whose outlook is world-wide and who justifies his optimism in nearly everything he undertakes. Coincident with his tour, there are also present in South Africa Mr. H. J. Mitchell, a Director of Imperial Chemical Industries and Chairman of its Executive Committee, and Sir Frederick Keeble, the Controller of Agricultural Research, and Lord Melchett will have the valuable assistance of these two colleagues in the problems which he has to face. More than once he has said that the best asset for any country is not only a perfect climate, but a virile people, and South Africa has both, in addition to a rich share of those natural resources which have earned for the African continent the title of "the Larder of the World." Having investigated industry in many lands, he credits his British fellow-countrymen with more ability to apply the principles of science to production and manufacture than any other people, and, as a great leader of industry himself, he has shown how lucrative



THE RT. HON. LORD MELCHETT,
P.C., F.R.S.,
Chairman of Imperial Chemical
Industries.

Yet, if Lord Melchett himself were consulted, he would probably prefer us to consider Imperial Chemical Industries not as a monument of size or productive power, but as a great repository of up-to-date ideas in the way of peaceful and fruitful co-operation. The constitution of Imperial Chemical Industries Ltd. has already set a conspicuous example in industrial amelioration by the best modern methods of representation for the workers, and accessibility on the part of the directorate. The key-notes are increased security, personal contact, improvement of status, co-partnership, and the distribution of information—everything, in fact, which can make for that team spirit which is the secret of successful industry to-day.

It is not sufficiently realised, perhaps, that Lord Melchett is already identified with African commerce and development in many notable ways. Imperial Chemical House, the new headquarters of Imperial Chemical Industries on the Thames Embankment, is the London office of African Explosives and Industries, Ltd., shared as to ownership by the great merger already mentioned and De Beers Consolidated Mines, Ltd. A. E. and I. has its head offices at the Chamber of Mines Building, Johannesburg; and important holdings and factories at Somerset West, in Cape Province; Modderfontein, in the Transvaal; Umbogintwini, in Natal; and Salisbury, in Southern Rhodesia. Its directors are Mr. F. Hirschhorn (Chairman); Sir Harry McGowan, K.B.E. (Deputy - Chairman); the Earl of Bessborough; Captain John Coke, C.B.E., R.N.; Mr. S. B. Joel, J.P.; Mr. H. J. Mitchell; Sir Ernest Oppenheimer, M.L.A.; and Mr. F. Raleigh. It employs a thousand white workers and 3500 natives, and from widely-distributed sales centres it covers the whole of South Africa's markets,

Lord Melchett and his associates have other important interests scattered throughout the African continent from the Cape to as far north as Kenya and Egypt. One of the most promising developments in Kenya Colony is that of the vast carbonate of soda deposits at Lake Magadi, an Equatorial field of mineral resources which are practically inexhaustible. They are estimated at something like 200 million tons,



THE COMPANY'S FARM AND AGRICULTURAL RESEARCH BUILDINGS IN BUCKS:
A PANORAMIC VIEW AT JEALOTT'S HILL.

From left to right, there are seen in the photograph: Jealott's Hill Farmhouse, an implement-shed, Dutch barns, new cow-sheds, greenhouses, new laboratories and offices, and the Hawthorndale buildings (for animal nutrition experiments).



AT MODDERFONTEIN: THE AFRICAN EXPLOSIVES AND INDUSTRIES WORKS.

are the results. But even in such a territory of vast resources there are stipulations to be made—in other words, there must be unity in the economic as well as the political sphere, if lasting results are to be achieved. Lord Melchett has led the way in showing that conciliation in industry is altogether indispensable to the welfare of the community and the interests of master and man. He is the chairman of the great British industrial and commercial group—Imperial Chemical Industries Ltd., with a capital of over seventy-five millions sterling—one that goes far in its influences and dealings, and places at the disposal of agriculture and production the greatest variety of scientific aids. Embodying, as it does, businesses so diverse and influential as Brunner, Mond, and Co., Nobel Industries, the United Alkali group, and British Dyestuffs Corporation, it welds them together on the sound principle that each, to a large extent, either makes what the others require or disposes of what the others turn out. Duplication is avoided, and the whole combine operates throughout the Empire on progressive lines which are the best of all guarantees for the future.



THE LONDON HEADQUARTERS OF IMPERIAL CHEMICAL INDUSTRIES: IMPERIAL CHEMICAL HOUSE, MILLBANK.

agricultural as well as mining. The factories produce explosives and accessories, acids and chemicals, fertilizers, containers from paper bags to tins and drums, not to mention paints and distemper, sheep and cattle dips, disinfectants, fumigants and sprays.

and, as fast as quantities are removed from the solid floor of the lake, Nature renews the supply. It is in face of potentialities like these that we realise what Lord Melchett has said over and over again—how recent developments in chemical engineering, more especially since peace was restored, have opened up vistas of prosperity whose limits cannot be foreseen.

The solution of the African problem, as Mr. H. A. L. Fisher said the other day with the authority of a powerful international mind, does not depend on the complexities of politics, but on the applications of physical science. It is in this spirit that Lord Melchett and his colleagues are touring Africa. They are there to study that process of distilling oil and petrol from coal which looks like helping us appreciably towards the right conservation of Empire resources in the way of fuel and power. They intend not merely to survey I.C.I.'s present connection and establishments, but to explore fresh avenues of energy, especially in the way of large agricultural and business openings. They bring to bear on Africa's many problems methods of proved efficacy and value alike in the spheres of science, industry, and labour; but they are there to learn as well, and when they return we may depend it will be with new and valuable reinforcements of Lord Melchett's old conviction—that we have scarcely touched the fringe of what research can do for the benefit and progress of mankind.

The ramifications of Imperial Chemical Industries Ltd. in Africa are already of outstanding importance, but it may confidently be stated that the varied activities of this enormous combination of Britain's most important industrial enterprises are likely to be extended and increased in the near future. From the Nile Valley and down to the Congo Belge and Northern Rhodesia, keen and expert investigations are being made outside those enterprises already mentioned in the Union. Imperial Chemical Industries, with their broad, imperial, and even world-wide outlook, are determined to expand the prosperity of Africa; and, when at home, Lord Melchett, the Chairman, and Sir Harry McGowan, the President and Deputy-Chairman

of the company, are kept in close touch with the virile administration of their associations throughout Africa. Under their guidance, the world is likely to be provided with interesting news from that great continent—no longer "dark"—in the early future.

The Sudan: The Optimists Win.

By LEONARD E. BOXALL.

WHEN I first landed at Port Sudan in 1913 my feeling was one of great disappointment, for my measuring-rod was the great ports of England and the Continent; whilst on my way out had I not glanced at Alexandria and Port Said? Port Sudan! Did not the very name flaunt Port, and was not the Sudan a vast country? I boarded the train for Khartoum. What a magic name! Port Sudan was merely a transit port, and it takes a lot of trade to make anything of a transit port! Compare even Port Said with Cairo and Alexandria! So, on to

was alone recovered, this would be sufficient to show the highest courage, the most indomitable pluck and perseverance, the greatest foresight, and, the most unquestionable influence for good which any Imperial race, working amidst a backward people, has shown throughout the world's history.

The optimists I met in 1913 were the old campaigners who laid the railway, to enable even doubting Thomases to travel fifteen-hundred miles of desert in luxury; who blew up the sudd which barred navigation, and built the steamers to take one a thousand

by Khartoum, has not only lined streets with trees, but created truly public gardens in that old-time square of mocking desolation.

At Khartoum, as one leaves the railway station, there appear two recently arisen gems of architecture—the Lee Stack Laboratories and the Kitchener School of Medicine—and one drives down Victoria Street flanked with trees and long ribbons of grass beyond which the old waste places are largely filled up with houses. A new Khartoum is arising to the west of the city, and we already have an appropriately named Honeymoon Lane! There are a new post office and Chamber of Commerce building, extended Law Courts and Central Government Offices; whilst, besides the Anglican Cathedral, a handsome clock-tower and belfry is going up. More and more trees are planted to line the streets, grass lawns cover the erstwhile patches of desert between Government buildings; and it is rumoured that our enterprising Governor of Khartoum, Mr. Sarsfield Hall, intends to grass-down Abbas Square. Let us hope the green strip we see along the Nile will spread until Khartoum becomes indeed a garden city! Electric trams and petrol-pumps, traffic signs and street-refuges are our latest indications of progress, but they only add piquancy in this city of Africa to the passing turban and flowing robe.

The Great War, with its deaths and reshuffled fortunes, for a time emptied the Grand Hotel; but its season of gaiety has all come back. Tourists in search of something away from the usual round of familiar sights and sounds make their pilgrimage in luxury through the desert highway to Gordon's city, where the palms throw up their feathery heads towards glittering stars set in warm and cloudless night, a black military band plays the latest jazz, and match-making mammas find stalwart husbands for their pretty progeny, whilst fathers and sons are hunting big game in Nowhere Land.

But, notwithstanding the round of social gaiety and of sport, we sooner or later realise that Gordon's city is the centre of a mission—the mission of white civilisation to black savagery. It radiates along river and railway-line, camel- and motor-track, to the lesser towns, and from thence to the cluster of mud huts and straw tuckles. The fight goes on not only against the desert and its poverty, but ignorance such as Africa has alone intensified. Business is difficult, and Governments the world over are inclined to hinder rather than help private trade to-day. The Sudan trader has many exceptional difficulties to contend with, but, when pessimism raises its hydra head, one has only to remember those



WHERE A SEARCH DID NOT REVEAL THE SOLITARY TREE SAID TO EXIST THERE IN 1927! PORT SUDAN—A VIEW FROM THE PUBLIC GARDENS.

As recently as 1927 Mrs. Elinor Mordaunt, the novelist, sought for the solitary tree then said to exist at Port Sudan and did not find it. Here is the place as it is. In the foreground are sunflowers only six weeks old. On the right is the National Bank of Egypt. In the centre are Lorenzo's Stores and a water-tower. To the left is the little Anglican Church, a structure of wood and corrugated iron which is being replaced by a stone building.

Khartoum. And one looked at desolation, fierce desolation, for hours, until one grew weary of looking at all! What could towering hills of rock and rubble produce? And when at last we struck the famous Nile at Atbara, what could one see, besides railway workshops and official houses, but mere strips of cultivation, mud hovels, and a few natives scattered over a bare landscape? Then Khartoum station at last! But where was the station? Anyway, this was Khartoum!

At Khartoum the Palace and its beautiful grounds; the Embankment beside the Nile, shaded by huge trees and bordered with handsome official residences; the Zoological Gardens, with specimens of animals native to the Sudan (such as the lion, giraffe, zebra, hippopotamus, to mention only a few); and the Grand Hotel, with its millionaires, big-game hunters, and tourists from all over pre-war Europe, forced even a depressed business man into admiration for those who had built this city amidst desert sands; but, as one left the green trees and metalled roads near the Nile, and trudged into sandy streets and squares, with their dilapidated buildings set in wastes where the sand had won, one went back to pessimism. What was there in this huge country of desolation to inspire such hopes of the future, such enthusiasm, such *joie de vivre* amongst these stalwart British officials? They had a reply. Business might be bad, but the country was only now getting over the crash which followed the land boom crisis of 1908. Was not the Nile the lowest for many years? Was there not famine in Dongola? Was not the Budget only just beginning to balance? Was it not only fifteen years since Kitchener defeated the Khalifa at Omdurman, and a memorial service to Gordon was held amongst the deserted ruins of Khartoum? It was true nothing would grow in the grit-covered coral on which Port Sudan was built, but here at Khartoum it was neither grit nor sand, but earth; only give it water and anything would grow! I had only seen the desert highway to the rich cotton lands of the Gezira—the "island" between the two Niles, which meet at Khartoum! In a few years the Sudan would be producing the finest cotton in the world.

If all the records of British Empire-building in the Five Continents were lost, and that of the Sudan

miles up the Nile into the heart of Africa; and, chief amongst all things, who brought an oppressed, sullen, defeated, and famine-stricken people to acknowledge the value of good government by an alien race. The war enforced a period of waiting as regards material development, but the last few years have seen two great schemes brought to fruition—the Sennar Dam,



IN KHARTOUM, THE WHOLE OF WHOSE TREES HAVE BEEN PLANTED SINCE 1903: A VIEW OF THE PALACE GARDENS.

with its resulting vast cotton-fields; and a new railway through Kassala Province, which was the wealthiest of countries before Mahdism laid it waste.

Port Sudan is a busy port with its four million tons of shipping in the course of a year, and Suakin is deserted and dead. Port Sudan is no longer treeless and grassless. Water has been brought from the hills through twenty miles of pipe-line, and that magician, Mr. F. S. Sillitoe, no longer monopolised

stalwarts who made the long tramp to Omdurman, and thence to the utmost frontiers of a desolate and famine-stricken land. In it they rebuilt a capital city, flung down railways, made a port, and built one of the world's largest dams whereby cotton flowers over what was only recently hundreds of thousands of acres of desert. They had courage; they had faith; they—the optimists—win!

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ABYSSINIA—AN AFRICAN "ELDORADO": UNDER HIS MAJESTY THE NEGUS TAFARI MAKONNEN, KING OF ETHIOPIA.

HIS MAJESTY the Negus Tafari was born on the 17th Hamle, 1883 (New Style, July, 1891), and is the son of the Ras Makonnen, grandson of his Majesty Sahle Selasse, nephew of his Majesty the Emperor Menelik II.

At the age of twenty-three, on the 17th Mascaram, 1909 (New Style, Sept., 1916), he was named heir to the throne and Regent of the Empire, which led to warfare between himself and the Negus Micael, father of the ex-heir to the throne, Prince Yassou. The Negus Micael and his adherents were defeated at Segale and taken prisoners. Prince Yassou, seeing that his father was vanquished, fled to the desert,

whence he passed to conceal himself in the Tigre province under the government of Ras Gougssa, who arrested him by order of his Majesty the Negus Tafari and delivered him up to him after the great expedition to Dessier in April, 1921.

On the 27th Mascaram, 1921 (7th October, 1928), the Negus Tafari Makonnen was solemnly crowned King of Ethiopia by the popular will. Thanks to this indefatigable King, who is considered the Light of Ethiopia, this country will become, within a few years, as civilised as a European one. May a long and happy life be destined to this far-seeing Sovereign!

In Europe, nowadays, Abyssinia commences to be spoken of, but only little is really known as yet of this magnificent country. It is only since the interesting journey made by his Majesty the Negus Tafari Makonnen through the principal European countries a few years ago that the world has taken any notice of Ethiopia. The Negus Tafari Makonnen, however, being a modern King and enthusiastic for all which tends to progress, wished the entire world to remember that there exists a marvellous Empire south of Egypt and east of the Sudan which loyally desires to establish friendly and commercial relations with other countries of the globe. And, as first proof of this desire, he has created Ethiopian Embassies in all the leading capitals of Europe.

The word "marvellous" is aptly chosen to describe this Empire, but still insufficient when one considers the fabulous natural wealth of the country, which has hitherto only been exploited in the most primitive manner. What will it be when this country shall have given full evidence of its extraordinary riches? We may then see a return of the prosperous era of the great Pharaohs, when the mines of Ophir will again be opened by the Ethiopians. The soil, so barren in many lands, is here of an inconceivable

prodigality, and one has only to cast a glance at the luxurious vegetation to appreciate the agricultural possibilities of so fertile a region.

The physical situation of Ethiopia, which is situated on a vast plateau varying in elevation between 3000 and 10,000 feet above the level of the sea, assures that its climate is one of the most delightful of all Africa, and it will be astounding if such a country does not become, within a few years, a tourist and industrial centre of the first order. One can only describe the natural scenery of this land as marvellous, the outstanding beauties of which are as yet too little known. It was the great expedition of his Royal Highness the Duke of Abruzzi which partly raised the veil concealing these beauties, and films now faithfully portray in Europe the splendid cascades, imposing rivers, and picturesque mountains of the Ethiopian Empire.

But these beauties which charm the eyes should not make us oblivious of the western provinces, where the wealth beneath the surface is already attracting a large number of prospectors and capitalists. At present the only rich mines which are being exploited are those of gold and platinum, the latter mineral having been discovered by the Italian traveller Signor Alberto Prasso, in the province of Wallaga. A French company has been working this platinum-mine for the last three years (the Prasso Mining Company of Abyssinia), and, although primitive methods were adopted, good results were given. It appears that two or three other companies have been formed to exploit the immense Ophir mines.

gold and precious stones, were all derived from Ethiopia. And in the near future the beautiful provinces of Walarrio, Kaffa, Wallaga, Goggiam, and Wollo, with their magnificent climate, forests, waterfalls, and other natural beauties, as well as their antiquity, will be a certain attraction to sportsmen and manufacturers.

We learn that his Majesty the Negus Tafari has the intention of creating a vast number of roads, centring in the capital, from all the provinces; three of them have already been commenced—the first from Djimma, the second from Sidamo and Walamo, and the third from Dessier, in the Wollo Province, to the north of Addis-Ababa, and these will be united to one leading to Assab, on the Italian Eritrea coast, a free port, as obtained by the Negus Tafari when he signed with Italy a friendly treaty in 1929.

Serious *pourparlers* are at present being conducted with other European Powers to obtain free ports for Ethiopia, to permit this rich country to renew its old-time relations of friendship with other peoples and send its inexhaustible riches to all parts.

In respect of roads, two other important ones are also in construction, one between Giggiga and Lagahabour, to ensure peace and prosperity to the Ogaden, Ethiopia, and British Somaliland districts. As a practical manifestation of his desire for progress, his Majesty the Negus has sent a special mission of engineers to India to study and afterwards organise road-making in Ethiopia.

Under the highly intelligent guidance of the Negus Tafari, his country is making headway rapidly on the road to progress: schools, hospitals, and orphanages have been founded, not only in the capital, but in the chief cities, such as Lekemti, Gore, Harrar, and Dessier, and others are to be opened in the important counties of all the provinces. The project for an aerodrome to shelter the aeroplanes lately acquired by his Majesty the Negus is now in hand. The hangars and aviation field will be situated in the neighbourhood of Addis Ababa.

Abyssinia is a centre of enterprise to which capitalists should turn their eyes, a country also of great attraction for tourists and hunters. Under the wise control of his Majesty Negus Tafari Makonnen, it is daily becoming more evident that this Eldorado containing such wealth will shortly attract the interest of the entire world.



ABYSSINIA'S PROGRESSIVE RULER: H.M. THE NEGUS TAFARI: SEATED IN STATE UPON HIS THRONE ON THE DAY OF HIS CORONATION.

Ras Tafari Makonnen, already at the head of affairs in Abyssinia as Regent and Heir-Apparent, was in 1928 summoned by his aunt, the Empress Zauditu, to share the sovereignty with her. His Coronation as Negus (King of Kings) took place at Addis Ababa on October 7 in that year. Under his wise and enlightened rule Abyssinia is making great progress.

But what are two or three companies for such a vast mineral area? Abyssinia offers also a great field of study to the archaeologist which is certain to be taken advantage of, when the ancient civilisation of this great land and the history of its people may be revealed. The wealth of ancient Egyptian kings,



THE CENTRAL RAILWAY STATION AT ADDIS ABABA: A VISIBLE SIGN OF MODERNITY IN THE ABYSSINIAN CAPITAL.



THE ETHIOPIAN LION STATUE: A MONUMENT ERECTED AT ADDIS ABABA BY H.M. THE NEGUS TAFARI IN MEMORY OF THE LATE EMPEROR MENELIK.

MARITIME SIDE-DOORS OF THE CAPE-TO-CAIRO ROUTE.

By CAPT. G. H. LEPPER.

PORTS OF WEST AND EAST AFRICA LINKED WITH THE NORTH-SOUTH TRUNK.

AT each of its extremities, the trunk route through Africa from north to south divides into a delta-like network of capillaries. In Egypt the Cape-to-Cairo system has connections with two Mediterranean ports—Alexandria and Port Said—and also reaches the Red Sea port of Suez. In the Cape Province of South Africa, at the other end of the continent, it is linked up not only with Cape Town, but with the smaller ports of the coastline which faces the Antarctic Ocean—Port Elizabeth, East London, and Mossel Bay.

Apart from these "delta" ports, there are a number of others on the Atlantic and Indian Oceans which are already, or very shortly will be, connected with the spinal route. On the west the northernmost of such "feeders" is the one that is most likely to come into direct contact with the Cape-to-Cairo trunk line within a reasonable period of time—this is the Belgian port of Matadi, at the head of the navigable estuary of the River Congo. Beyond Leopoldville it is necessary to take to the Congo and Kasai rivers, and voyage by stern-wheel steamer for several days to Port Francqui (Ilebo), whence there is again a railway running continuously to Cape Town, well over 3000 miles to the south. Bukama, on the navigable Lualaba or Upper Congo, is the actual point at which contact is made with the north-south route. From Bukama one may travel southwards by train to all parts of the Union, to South-West Africa, to both the Rhodesias, to Nyasaland, and to Mozambique.

Passing down the West Coast we reach Lobito, the ocean terminal of the Benguella-Leokadi system, which, by the end of this year, should be within a few months of completion as a new through route from the Atlantic to the Katanga copper-fields. The Benguella Railway, the Portuguese (Angola) section, was opened as far as the Belgian frontier last June, and much of the Leokadi (Belgian Congo) portion has already been built. The point of junction with the Katanga section of the Cape-to-Cairo route is in the



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DURBAN: THE NEW GRAVING DOCK.

Since the Cape-to-Cairo route lies somewhat to the east of the centre-line of the African continent, it is not surprising that there are more ports on the East Coast than on the West connected to the north-south spine. Going northwards from East London, the southernmost of the Indian Ocean ports is Durban. With its landlocked harbour and extensive wharfrage in three sections—along the Point, at Congella, and on the Bluff—Durban is the busiest of the South African ports. Its annual cargo movement (including coal for bunkers and export) is little short of 5,000,000 tons, or more than three times that of Cape Town. Durban is linked with the Cape-to-Cairo line by three main routes—via Harrismith, Bloemfontein, and Kimberley; via Johannesburg and Fourteen Streams; and via Krugersdorp and Mafeking. Continuing northwards, the next port is in Portuguese territory. Lourenço Marques, like Durban, has a magnificent harbour, and it ranks next after Durban and Cape Town in respect of the volume of traffic passing through it, about half the total being coal. There is nearly a mile of deep-water quays, affording berthage for twelve large vessels, and the crane equipment is superior to that of the Union ports.

Beira, the next East Coast port, is also Portuguese. It is growing very rapidly as a result of the increasing activity in Northern and Southern Rhodesia, Katanga, and Nyasaland. In 1929 the cargo movement is believed to have exceeded a million tons. In addition to extensive lighterage wharves, a deep-water berth was completed last year, and the provision of several more is now under consideration. The railway from

between Beira and the Cape-to-Cairo highway will eventually come into being *via* the Trans-Zambesia and Nyasaland railways to the south end of Lake Nyasa, by lake steamer to the north of the lake, and by motor thence to Lake Tanganyika, with an alternative possibility by road from Nyasaland through Fort Jameson to Lusakas on the railway to the Congo.

Dar-es-Salaam, the capital and chief port of Tanganyika Territory, is a small landlocked lagoon with limited accommodation for shipping and a narrow entrance much disliked by steamer captains, so that the larger vessels usually remain in the outer roads. Nearly 800 miles of rail lead from Dar-es-Salaam to Kigoma, on Lake Tanganyika.

The northern Tanganyika port of Tanga, through which most of the sisal grown in East Africa is shipped, is connected in a zigzag fashion with the North-South route *via* Kahe and Voi, on the Kenya-Uganda Railway, which has its ocean terminal at Mombasa, north of Tanga. On the Kilindini side of Mombasa Island several

deep-water berths have been built since the war, and others are in hand. The railway from Mombasa reaches Lake Victoria at two points—the original lake terminal of Kisumu and Jinja at the Lake Victoria end of the short Busoga Railway connecting Victoria and Kioga.

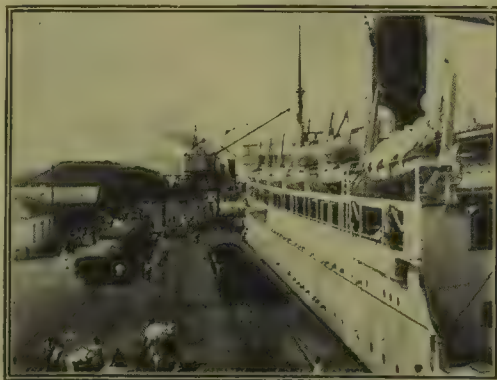
We have to round the "Horn of Africa" and steam for hundreds of miles up the Red Sea to find the next port with a connection to the Cape-to-Cairo route. Port Sudan (with the older Suakin a few miles distant) is, indeed, the last on the list. It ranks with Walvis and Luderitz as a desert port with a most inhospitable hinterland, but in the short period of its existence it has made surprising progress, and forms the gateway through which the cotton and other products of the Sudan reach the markets of the world. It has a double connection with the Nile Valley—*via* Kassala and Gedaref, joining the Cape-to-Cairo route at Sennar, and at Athara Junction on the line from Khartoum to Wadi Halfa. Another port will shortly be added at Kosseir—the Red Sea terminus of a railway which is being built from Luxor. Port Said and Alexandria, the two key ports of the Northern



LOBITO BAY: A DEEP-WATER WHARF.

neighbourhood of Tshilongo, some 1200 miles from the port of Lobito. Sheltered by a long sand-spit, Lobito is a large, splendid, and safe harbour capable of accommodating a large number of ocean-going steamers. There is already a jetty alongside which moderate-sized vessels can berth, and the extension of the wharfrage is in progress.

The only other West Coast ports directly connected with the Cape-to-Cairo line are Swakopmund—the old German South-West African port which was only brought into existence because Walvis (then called Walfisch) Bay was in British possession, and is now disused—Walvis, and Luderitz. Walvis is on the eastern side of a wide, sheltered bay of large size. Some dredging has been necessary to enable ships of deep draught to reach the port, and this is now amply equipped with wharfrage and cold storage for dealing with meat exports. From Swakopmund the line runs inland in a westerly direction to Okahandja, and then turns southward through Windhoek to Seeheim, whence there is an eastward-running spur to the port of Luderitz. It then trends south-east, at no great distance from the Orange River, until it meets the Cape-to-Cairo main line at De Aar Junction some way to the south of Kimberley. Before long it is expected that a connection across the Kalahari between the South-West African ports and Rhodesia will be established, either by a prolongation of the Windhoek-Gobabis branch or by an extension of the narrow-gauge line from Grootfontein towards the Victoria Falls.

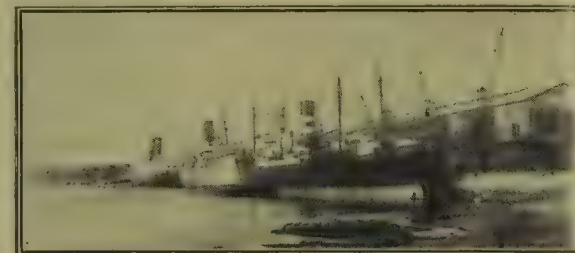


LOURENÇO MARQUES: THE MAIN WHARF.



CAPE TOWN: GRAIN-ELEVATORS.

Beira to the interior joins the Cape-to-Cairo route at Bulawayo, passing through Salisbury on the way. Within a few years the growth of traffic will probably compel the construction of the Sinoia-Kafue, shortening the journey to places north of that station by more than 500 miles. Another more roundabout link



KILINDINI: OCEAN LINERS AT THE NEW WHARF.

Nile delta terminus of the route, are both available for any amount of maritime traffic, the former being with Port Fuad facing it, at the entrance to the great Suez Canal, completed sixty years ago.

The steamship companies connected with the Cape-to-Cairo route are numerous and efficient. The Union Castle Company has, like the German African Service, a "Round Africa Service," by which passengers can circulate Africa both from England and the Continent. Splendidly equipped, their vessels are fitted with every comfort for passengers in the Tropics. The Compagnie Maritime du Congo Belge maintains efficient services to the Belgian Congo ports, *via* the Canary Isles, and has recently established a supplementary East Coast route service ranging from Beira to Port Sudan *via* the Suez Canal.

The Elder-Dempster Lines, beyond their great West African activities, attend to the Congo, Angola, and South-West African ports, and have a specially useful Canada-Cape Town route. The Messageries Maritimes Company has an excellent regular service *via* the Suez Canal with East Africa, Port Sudan, and the French Somali ports; but it is the Union Castle and German African lines which may be justly considered as being the regular and permanently

maintained passenger- and freight-carriers to and from all the maritime side-doors and outlets of the great route which traverses Africa from South to North, and is steadily being linked up by rail westward and eastward to a chain of large and modernly-equipped harbours.

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FREE HANDBOOK FROM PUBLICITY AGENT-BENGUELA RAILWAY, PRINCES HOUSE, GRESHAM ST., LONDON, E.C.2.

A Gem in the Italian Art Exhibition: A Raphael.

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"PORTRAIT OF MADDALENA DONI."—BY RAPHAEL (RAFFAELLO SANTI), 1483—1520.

This beautiful example of Raphael's work in portraiture is a companion picture to his "Portrait of Angelo Doni," which was likewise reproduced in colour in our issue of January 18. Both paintings have been lent to the Exhibition of Italian Art at Burlington House by the Royal Pitti Gallery at Florence. A note in the Exhibition catalogue points out a resemblance in the attitude of Maddalena Doni in the above picture to that of Leonardo's "Monna Lisa," but here there is no enigmatic smile! The relationship between Angelo and Maddalena is not mentioned, but in the note on Angelo's portrait, referring to both works, we read: "Crowe and Cavalcaselle say that the pair were bought from the Doni family about 1823, and give the price, 2500 sequins. They add: 'On the back of each panel is a scene from the fable of Deucalion and Pyrrha, by some artist of a later time, whose sole aim appears to have been to give a priming to the panels.' Probably painted about 1505-6." Of Raphael as a portraitist, Mr. Bernhard Berenson writes, in his "Italian Painters of the Renaissance" (lately reissued by the Clarendon Press): "This painter, whose temperament we fancy to have been somewhat languid, who presented ideals Hesperidean, idyllic, Virgilian, could, when he chose, be . . . severe, impassive, and free from any aim save that of interpreting the object before him. And Raphael's portraits, in truth, have no superiors as faithful renderings of soul and body. They are truthful even to literal veracity, perceived in piercing light, yet reconstructed with an energy of intellectual and artistic fusion that places them among the constellations."

The Richmond Rubens: The Great Master's Romantic Portrait of His Future Wife.

BY PERMISSION OF THE OWNER.



RUBENS'S LOVE PORTRAIT.

A HITHERTO UNPUBLISHED PICTURE OF HELENA FOURMENT, BY RUBENS, PAINTED A FEW MONTHS BEFORE HE MARRIED HER.

This magnificent painting, perhaps the finest ever achieved by Rubens, is the earliest-known portrait of the lovely Helena Fourment, the second wife of the great painter—a masterpiece which has never previously been exhibited or reproduced. It comes from the collection of the Duke of Richmond and Gordon, and until now has been hanging on the walls of Goodwood, having been purchased, it is said, by the second Duke of Richmond in 1727. A special romance attaches to this lively representation of the beautiful young girl who was described as the "Helen of Troy" of her day, in that it was painted shortly before her marriage to the artist, when his passion for this sixteen-year-old beauty was at its height. It may well be described, therefore, as Rubens's "Love Portrait." Helena was the youngest of the ten children of Daniel Fourment and Clara Stappaert, and was baptized on April 1, 1614. Her brother Daniel married a sister of Rubens's

first wife. In M. Emile Michel's well-known *Life of Rubens* we read: "The large dowry that her parents gave Helena, in spite of their numerous family, proves that the Fourments were well off: they belonged to the upper middle class, and bore a coat of arms. Attracted by the master's fame and high position, and perhaps touched by his ardent love, she accepted his hand." The wedding took place on December 6, 1630, and thereafter his young wife gave Rubens new inspiration, and was the model for many of his later works. The above picture has been recently sold by Messrs. Spink and Son, Ltd., the famous art dealers, of King Street, St. James's, to a collector in this country who wishes to remain anonymous. All lovers of art, however, will be gratified to learn that such a gem remains in Great Britain, and will not, like so many others, cross the Atlantic.



**“Have a
Guinness with me”**

GUINNESS IS GOOD FOR US

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE PRINCE OF WALES'S HUNTING TRIP: HIS ROYAL HIGHNESS LEAVING CAPE TOWN—AND SEEN OFF BY THE GOVERNOR-GENERAL, GENERAL HERTZOG, THE MAYOR, AND OTHERS.
The Prince of Wales left Cape Town on January 30. In our photograph (left to right) are the Mayor; Princess Alice Countess of Athlone; the Prince; General the Hon. J. B. M. Hertzog, the Prime Minister; the Hon. P. G. W. Grobler, Minister of Lands; and the Earl of Athlone, the Governor-General.



WITH A CATCH INCLUDING A 43-POUNDER: DR. LEWIS GRANT AND A NOTABLE "BAG" OF SALMON.
Fishing in Floors Water, Kelso, the other day, Dr. Lewis Grant, of Liverpool, landed six salmon with a total weight of 120 lb. The biggest fish turned the scale at 43 lb.



SIR THOMAS MACKENZIE.
Died on February 14, at the age of seventy-five. A former Prime Minister of New Zealand, and High Commissioner in London during the Great War. Taken to New Zealand in 1858.



SIR THOMAS W. CHITTY, BT.
Died on February 15, aged seventy-four. Formerly Senior Master of the Supreme Court and King's Remembrancer. As a Junior, had a very large Common Law practice.



THE EARL OF CLARENDON.
To succeed the Earl of Athlone as Governor-General of the Union of South Africa. Since 1927, Chairman of the British Broadcasting Corporation. A former Parliamentary Under-Secretary for Dominion Affairs.



SIR WILLIAM HOY.
Has died in South Africa. Born, March 11, 1868. Chairman of the Rhodesian Railway Commission since 1928; and General Manager, Railways and Harbours, South Africa, 1910-1927.



SIR WILLIAM PEEL.
Appointed Governor of Hong Kong. Now Chief Secretary to the Government of the Federated Malay States. Has devoted his official life to the Straits Settlements and Malay States.



A NEW R.A.: MR. GERALD F. KELLY—WITH HIS WIFE.
Mr. Kelly, who is essentially a portrait-painter, is represented in many public galleries, and his work is very well known to readers of this paper and of the "Sketch." He was born in 1879. In 1920, he married Miss Ryan, of whom he has painted many portraits.



MR. J. E. VEDRENNE.
The well-known theatrical manager. Died on February 12, in his sixty-third year. "Pioneered" plays by George Bernard Shaw, John Galsworthy, Massfield, and others, and Murray's translations of Euripides.



MME. KIRKBY LUNN.
The famous mezzo-soprano. Died on February 17. Won a scholarship at the Royal College of Music in 1894, when she was in her twenty-first year. Made a great name in opera as an oratorio singer, and by her renderings of "Lieder." First sang at Covent Garden in 1902.



A NEW R.A.: MR. SYDNEY LEE.
Mr. Lee has exhibited much, and is a Member of the Royal Society of Painter Etchers and the Society of Painters in Tempera. He was born in 1866. His "Among the Dolomites" was bought by the Chantrey Bequest, and he is represented in a number of public galleries.

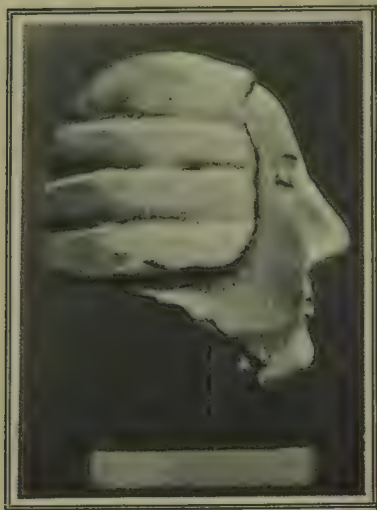
MAGIC BEFORE MODESTY? THE COMPLEXITY OF CLOTHING.

BEING AN APPRECIATION OF

"FROM NUDITY TO RAIMENT" and "DRESS AND ORNAMENTS IN ANCIENT PERU."*

(THE FORMER PUBLISHED BY FOYLE; THE LATTER, BY THE OXFORD UNIVERSITY PRESS.)

CONSIDER the Forked Radish how he arrays himself! What urged him to hamper himself with clothing and to agree with "Orders and Decorations will be worn"? As revealed Mosaicly,



SUGGESTING THE WIG OF SAMUEL JOHNSON'S DAY: A NEOLITHIC HEAD FROM TARXIEN, MALTA.

Reproduced from "From Nudity to Raiment," by Courtesy of Messrs. W. and G. Foyle.

come a new fashion and discard foliage for the richer embellishment provided by a coat of skins.

So much for two replies to an unanswerable enigma, a riddle to be ranked with Who first ate an oyster? and Who lit the first fire? There are others as cogent. First, then, Modesty; and, second, Ambition, with its castes, its classes, its uniforms, its liveries, its distinctive badges, its visible signs of power and possessions. Then, in whatever sequence you will, the necessity for guarding the shorn lamb against the untamed elements and the destructive wiles of foes natural and spookish; the æstheticism which is the sheer joy of adornment for beauty's sake; the desire to attract the opposite sex; the endeavour to inspire terror in the enemy; and, very particularly, the determination to avert evil by the amuletic—protection; but protection against the supernatural. All possible solutions, these, however inconclusive and however indivisible.

Let us take them one by one. Modesty: an advocate for covering, yes; but how mutable in its pleas! Modesty is in the brain of the beholder. Decoration preceded dress, which evolved from it; and there are tribes who reveal what most conceal, as well as peoples who hide what others have no hesitation in flaunting. All is contradiction. "Few Englishmen," notes Hilaire Hiler, "see anything indecent in the nude in Art, but would be horrified at the idea of the sexes bathing together when nude. In Japan nothing immodest is found in the fact that the sexes bathe together in a state of absolute nudity, but any representation of the nude in Art is considered indecent." And it is well to remark the same authority's assertion: "The first clothing, in a strict sense of the term, seems to have covered the shoulders, and it may have been the result of trophyism which led the hunter to tie the skin of his prey around his neck."

Ambition: that is responsible for much; for all that appertains to garb and gaud designed to gratify the craving for "cubits," to separate the exalted from the lowly, the king from the noble, the priest from the warrior, the citizen from the slave; all that tells of lordship, sanctity, victory, wealth, work, and the under-dog—robe, regalia, vestment, jewels, feathers, individual "heraldic" devices, the legally defined, compulsory headdresses peculiar to each Province under Incan rule, the totemistic, the armour that mimicked the dress of deities, the ear-disk whose size varied according to the distinction of the wearer, the costume that announced captives. Of this last, let Hiler speak, of Mexico: "The capture of prisoners for sacrificial purposes, which was considered one of the most important objects of warfare, was stimulated

by the creation of a military order. The members wore special uniforms, which varied according to the number of victims they could boast. Those who had only one prisoner to their credit," says Spence, "were plainly clothed, wearing no distinctive head-dress, and carrying a plain shield. The dress became more ornate with each additional captive, and when the number reached six, the successful soldier attained the rank of Ocelot-Eagle, wearing an ocelot skin, richly plumed, as a helmet."

Protection: an exceedingly potent motive for "armouring" the body. Even when cave or ledge of rock yielded shelter, Man must soon have realised his frailty—at all events, in the colder climates—and guarded himself by artificial means, first finding warmth, perhaps, in the reeking pelt of a flint-slain beast, and afterwards discovering that a thickness of material wrapped round skull, or torso, or limbs, would deaden the blow of a club, turn aside the rending fang, and defeat the insect seeking sustenance! Nor must another theory be forgotten; Ratzel's assertion, cited by Hiler, that the primitive reserving a special spouse for himself wrapped her up against outrage—and so initiated both modes and modesty!

Which brings us to the question of sex-attraction—dressing to kill, to use the cant term. Without question, there is much to be said for the belief that clothing, which, it must be repeated, is assumed to have begun in decoration, originated when son of Adam and daughter of Eve decided to render themselves mutually attractive and, it may be surmised, Jealousy first turned her green eyes on an innocent world. Certainly, none will deny that costume can enhance the charm of the fairer and emphasise the personality and prowess of the sterner: if worth makes the man, Worth—or a sister firm—can often make the woman! With Dress, associate Ornament.

As to dressing to kill, in the militant, not millinery, meaning, as Tree very nearly had it when talking

the body, awe-inspiring masks, and so forth; even unto that daubing the Indians under the Incas called slubbering, "supposing," says Acosta, quoted by Montell, "that their faces so slubbered did much terrify."

So to the most fascinating theory of all—amuletic origin. Both authorities concern themselves with this. Hiler has it: "The amuletic theory, as advanced by Elliot Smith, attributes the origin of clothing as a consequence of the wearing of 'life-giving substances' worn in the form of amulets because of supposedly magical properties which they possessed. He bases his conclusions on the fact that ethnological evidence proves that the wearing of clothes is in no



WEARING HER ELABORATE MOURNING HEAD-DRESS: A WIDOW OF THE TONKIN MOUNTAIN DISTRICT.

Reproduced from Hilaire Hiler's "From Nudity to Raiment," by Courtesy of the Publishers, Messrs. W. and G. Foyle.

way, natural to man, and that the earliest form of ornament was in the form of charms, such as the cowrie shells worn in the Sudan and elsewhere by women to give them fertility." There are various facts in "From Nudity to Raiment" which could be selected as bearing upon the idea; but it is Gösta Montell, in "Dress and Ornaments in Ancient Peru," who is inclined to stress the notion of Fear as the mother of Fashions.

"Karsten," he chronicles, "very strongly emphasises that all Indians believe themselves surrounded by evil spirits who are only seeking an opportunity to enter the human body for the purpose of causing illness or death. Boggiani states, e.g., that the Chamacoco maintained that certain diseases would steal into a man's body if he slept with mouth open. On the score of such a belief it is considered especially important that the orifices of the body be safeguarded." Hence, it is arguable, many garments and innumerable ornaments; even the colouring of the body to ward off the myrmidons of mischief, the smearing of the features of Cuzcoans with "a kind of sacred maize porridge," and the polychromatic dabs that dot the features of modern Indians in Brazil when they are endeavouring to stave off illness.

Hence, also, it may be, all clothing that can be regarded as sealing the body—whether it be of the anatomic, or close-fitting type, or the gravitational, which takes its flowing form from the natural fall of fabrics—hence ornaments of every kind, at all events in their beginnings, when they meant much more than self-advertisement; hence certain tattooing and cicatrice-making. An you credit the idea, in fact, you can read it into everything—into all charms and into such things as ear-rings, ear-discs, and ear-plugs; skewers through the nose, studs in it, rings hanging from it; lines about the eyes; the seals' hairs worn thrust through holes in the cheeks by the Kurile and Aleutian Islanders and the feathers similarly placed by the Guaris of South America; the ceremonial mutilation of teeth; labrets large and labrets small; and scores of other contrivances that have fallen from consequence to coquetry.

Primitive man, in other words, was a walking arsenal of amulets that were ammunition against the unknown. That being so, it is demonstrable that his first article of attire was the belt—or the necklace. Hiler deals with this. "Most authorities," he records, "regard the girdle as the object from which clothing developed, but there is no real reason

(Continued on page 322.)



TO ILLUSTRATE THE THEORY THAT ALL DRESS ORIGINATED IN THE NECKLACE OR THE BELT: PHILIPPINE GIRLS WITH GIRDLES AND BANANA-LEAF "SKIRTS."

Photograph by the Field Museum, Chicago. Reproduced from "From Nudity to Raiment," by Courtesy of the Publishers, Messrs. W. and G. Foyle.

of the Slave Market scene of "Chu Chin Chow," that has ever been in favour. Arms and armour are but units; in the days of the ancients, even of the Shavian Ancient, it may be, a measure of frightfulness was encouraged. Hence painting of the face and

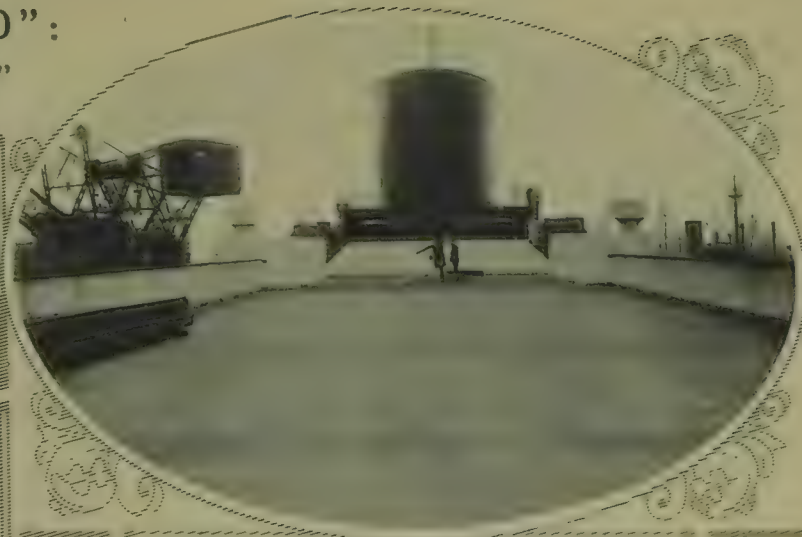
* "From Nudity to Raiment: An Introduction to the Study of Costume." By Hilaire Hiler. Illustrated. (W. and G. Foyle; 25s. net.)

"Dress and Ornaments in Ancient Peru." By Gösta Montell. Illustrated. (Oxford University Press—for Elanders Boktryckeri Aktiebolag, Göteborg; 15s. net.)

A NEW BID FOR THE ATLANTIC "BLUE RIBAND": "EUROPA" EXPECTED TO BEAT HER SISTER "BREMEN."



RISEN PHOENIX-LIKE FROM HER ASHES (SINCE THE FIRE ON BOARD HER) AND READY FOR HER RECORD-CHALLENGING MAIDEN VOYAGE: THE NEW NORTH GERMAN LLOYD 50,000-TON LINER, "EUROPA"—STARBOARD SIDE.



AN "AERODROME" ABOARD THE "EUROPA": THE SPECIAL DECK AND EQUIPMENT FOR THE LAUNCH OF MAIL-CARRYING AEROPLANES.

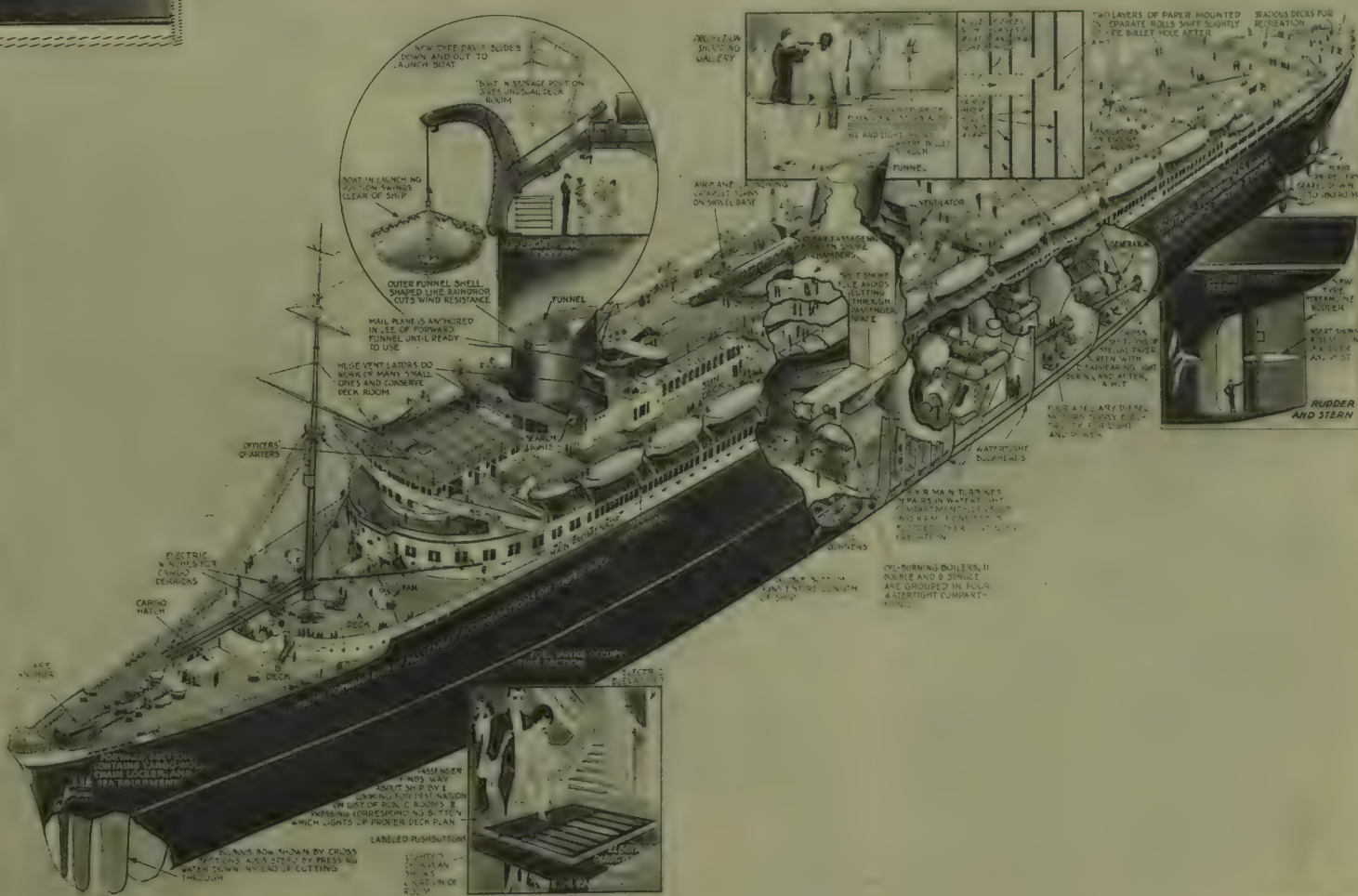


A GIGANTIC OCEAN "GREY-HOUND" WITH THE SLENDER, GRACEFUL LINES OF A YACHT: THE BOWS OF THE "EUROPA," SHOWING THE TWO ANCHORS.



INSIDE THE TOP OF ONE OF THE "EUROPA'S" HUGE FUNNELS—CONSISTING OF TWO WITH A SURROUNDING GANGWAY, ENCLOSED BY AN OUTER CASING: DIMENSIONS INDICATED BY THE SIZE OF THE MAN.

AT PRESENT THE WORLD'S FASTEST OCEAN LINER AND "SPEED QUEEN" OF THE ATLANTIC: A PICTORIAL DIAGRAM OF THE "BREMEN" (THE "EUROPA'S" SISTER SHIP WHOSE RECORD SHE IS EXPECTED TO BEAT) SHOWING THE MECHANICAL SOURCES OF HER POWER.



Since the destructive fire that occurred on board soon after her launch last March, the new North German Lloyd liner, "Europa," built at Hamburg by Messrs. Blohm and Voss, has been repaired and made ready for sea. Her trials in the North Sea were arranged to begin on February 19, and on March 19 she is to start for her maiden voyage across the Atlantic to New York. She is expected to be several knots faster than her sister ship, the "Bremen," which at present holds the Atlantic speed record. It may be recalled that last summer the "Bremen" did the voyage from Cherbourg to New York in 4 days, 17 hours, 42 minutes, thus beating by nearly 9 hours the record of the "Mauretania," the

veteran Cunarder which had held the "blue riband" of the Atlantic for twenty-two years. The "Bremen" accomplished the return trip from New York to Plymouth in 4 days, 14 hours, and 30 minutes. Her average speed on the westward voyage was 28.2 knots—about 32 land miles an hour—and on the eastward journey, 27.9 knots. The "Europa," in spite of her gigantic size (50,000 tons), has the graceful lines of a yacht. Her machinery comprises eight triple sets of turbines and four screws, and the boilers are heated by pure oil flames. She can carry 2200 passengers, with a crew of nearly 1000. The passenger accommodation, arranged in four classes, is described as the last word in modern comfort.

The World of the Theatre.

By J. T. GREIN.

A THEATRICAL LIAISON OFFICER.—"MILESTONES" AND CLARE EAMES.—ANOTHER MILESTONE.

THE Theatre Guild of New York has taken an important step towards the closer and more artistic union between the drama of Britain and New York, and it has made a wise choice in appointing Mr. Alec Rea, the lessee of the St. Martin's Theatre, its liaison officer—the adviser not only of the transfer of plays from New York to London, but of the other, to us, more important task, to promote the production of valuable English plays in New York. Mr. Alec Rea's connection with the theatre is of long standing. Years ago he began his activities as guide, philosopher, and friend to the Liverpool Repertory Theatre, with which I myself was connected, and learned to appreciate his sound judgment and—no small matter to a struggling enterprise—his largesse. With Professor Ryley he was the force that drove the Liverpool Theatre to compete with Manchester's lead under the renowned rule of Miss Horniman, and, whenever the fuel was wanting to keep the engine going, he supplied it freely and disinterestedly. Many an author known to fame to-day owes his début to Mr. Rea's sponsorship, and it was he who, by his belief in and support of the young Basil Dean, started his career as a producer. Later on, when Mr. Alec Rea decided to widen his sphere, he took Basil Dean into partnership, and the little St. Martin's Theatre became not only an intellectual centre with a great record—in which shone "The Skin Game," "A Bill of Divorcement," "Loyalties,"

bought), but his discernment coupled with pluck to live up to his convictions. He and Sir Barry Jackson and Mr. C. B. Cochran are in this respect outstanding

object will be "quality," not necessarily financial requital. There are many plays in England unknown to America which deserve to be seen there; there are many plays in America unknown to England which, if produced here, would create a different opinion of the American drama from that wrongly prevailing in consequence of countless worthless, sheerly commercial importations. Hence we may expect that Mr. Rea will not only act as liaison officer, but that, by his independence of judgment, he will develop into an Anglo-American pioneer—a function whose possibilities are of auspicious and far-reaching portent.

It is always a difficult task to succeed another in a part in which its original creator made as indelible an impression as did Miss Haidee Wright as Gertrude Rhoad in "Milestones." Those of us who remember the first night of this beautiful play at the Royalty eighteen years ago recall it as clearly as if it were yesterday. And, amongst the thronging memories of that classic occasion, Miss Wright's humorously pathetic portrayal of the maiden aunt who flung away her chance of youthful happiness—a performance finely conceived and finely executed—stands out most vividly.

It was with somewhat mixed feelings, then, that some of us watched the entrance of her successor, Miss Clare Eames, in the revival at the Criterion. How would she stand the test of those memories—



"MICHAEL AND MARY," AT THE ST. JAMES'S: THE FIRST SCENE (1905) IN A ROMANCE OF IDEALISTIC BIGAMY—MICHAEL (MR. HERBERT MARSHALL), "BOATER" IN HAND, BECOMES ACQUAINTED WITH MARY (MISS EDNA BEST), A DESERTED WIFE, WEARING A "TAILOR-MADE" OF THE PERIOD, IN THE BRITISH MUSEUM. Mr. A. A. Milne's new play, "Michael and Mary," at the St. James's Theatre, is a romance of idealism turning on the peculiar circumstances and motives that prompt this unconventional couple to commit bigamy, and on the inevitable complications. The two leading characters (admirably played by Mr. Herbert Marshall and Miss Edna Best) are here seen at successive stages of their career, and the photographs have a sartorial interest from the changes of fashion at various periods. Michael, a budding author, first meets Mary, deserted by a scoundrelly husband, and penniless, in the British Museum. They "marry" to satisfy the scruples of Michael's father, a puritanical clergyman. Thirteen years later, Mary's husband reappears demanding blackmail. That danger is averted by the drastic action of Fate, but another difficulty arises when their son has to be told that he is illegitimate.

among controllers of our theatres. Hence so many dramatists and so many actors and actresses, too numerous to name, have graduated from the little



THE SECOND STAGE IN THE ROMANCE OF "MICHAEL AND MARY": PLATONIC FRIENDSHIP IN ISLINGTON LODGINGS IN THE YEAR 1906—MARY, IN "AFTERNOON" DRESS WITH VOLUMINOUS SLEEVES, AS THEN WORN, ENTERTAINS MICHAEL TO TEA.

"The Conquering Hero," and several other plays now ranking among the modern classics of the English drama—but, collaterally to the regular performances, Messrs. Rea and Dean ran an experimental theatre of their own, called "The Playbox," which did interesting work until the parting of the ways came, and Basil Dean became a freelance on his own, and Mr. E. P. Clift, Mr. Rea's trusted and tested right-hand man, his partner. Under the new régime, as under the old, the St. Martin's Theatre continued to flourish. Reviewing rapidly its repertory of a decade, it may be said of Reandean as well as of Reandco that they have had so many successes that one can hardly discover the few failures—and the latter were generally more commercial than artistic. Such plays as "The White Château," by Captain Berkeley, may not "pay," but it is a greater achievement to have produced them than many long runners of indifferent quality.

And this brings me to the real value of Mr. Rea's appointment, of which an official *communiqué* from the theatre rightly says: "It is perhaps the highest honour that the American dramatic world can confer on an English man of the theatre." For Mr. Rea's signal merit is not only his wide knowledge of the drama, his practical experience (sometimes dearly,



THE FINAL PHASE OF "MICHAEL AND MARY"—AND COSTUMES OF 1929: CONNUBIAL BLISS IN THE "ARRIVED" NOVELIST'S PROSPEROUS HOME IN CHELSEA.

house in West Street. We can therefore expect from the new liaison officer that, in bringing and carrying plays from and to America, his foremost



THE THIRD PHASE OF "MICHAEL AND MARY"—AND A FURTHER CHANGE OF FASHIONS—IN 1919: THE DEVOTED COUPLE, AFTER THIRTEEN YEARS OF UNDISCOVERED BIGAMY, READ A LETTER FROM THEIR SCHOOLBOY SON.

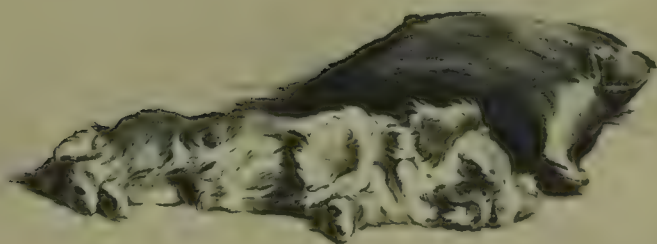
she, a comparative newcomer to our stage and from Transatlantic shores? For, though the spirit of "Milestones" is that of real life and human nature all the world over, the whole atmosphere and treatment are essentially English, and of a period that has no counterpart in other lands—a picture of Victorian thought and feeling that, happily or not, are our national monopoly. But how magnificently did she stand the test! Even while the amusing opening discussion of the newly-installed hot-water system drew murmurs of reminiscent laughter from the house, we knew that here was an actress whose every word and gesture told, whose perfection of technique was the art that conceals art. And, as the play went on, we lost the sense of impersonation. This was to us no mere figure of the footlights, but a living individual whose spirit was as free and courageous as her surroundings were conventional and confined. If she won our half-pitying respect for loyalty to principle in the beginning, our admiration and honour in the forties, we loved and completely understood her in old age. It was a beautiful performance in every sense of the word, and I, for one, am grateful to Miss Eames because she added new lustre to, instead of shattering, my memories.

As for the rest of the company, they, too, have past splendours against which to shine. Notably

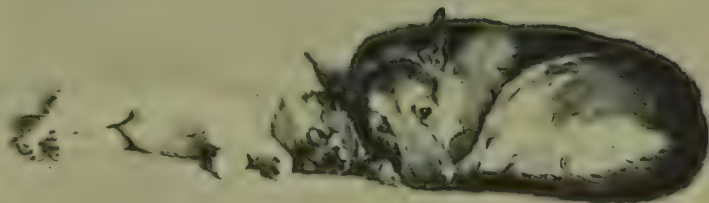
(Continued on page 310.)

CECIL ALDIN AS ETCHER: CHARMING DOG STUDIES IN HIS NEW MEDIUM.

ETCHINGS REPRODUCED BY COURTESY OF MESSRS. EYRE AND SPOTTISWOODE.



"SUSAN—THE PEKINESE."



"INSEPARABLE."



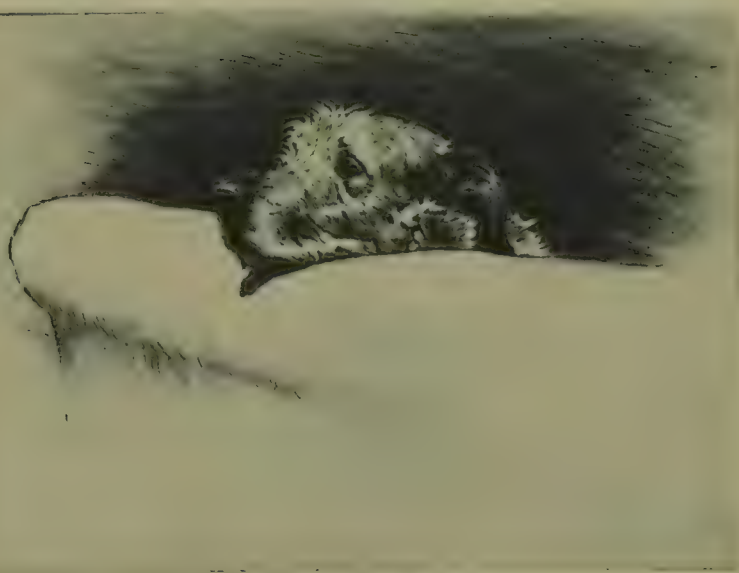
"A COCKER SPANIEL."



"SLEEPING PARTNERS."



"I'M NOT ALLOWED ON THIS SOFA."



"AN IRISH WOLFHOUND."

Mr. Cecil Aldin, the famous animal artist, has only recently taken to etching, but has achieved such masterly results in his new medium as to rival in popularity his work in oils, pastel, water-colour, and black-and-white drawing. In our issue of December 21 we reproduced the first six plates of his etchings, published by Messrs. Eyre and Spottiswoode in a limited edition of 150 copies each, numbered and signed by the artist, at the price of two guineas per copy. They were all studies of dogs—a subject in which Mr. Aldin is ever at his happiest. Our readers will remember, for example, the series of drawings reproduced in colours in our pages last year, under the title of "Our Dogs: Leaves from Cecil Aldin's Sketch-Book," and the delightful colour-plate presented with our Christmas Number, entitled "For What We Are About to Receive."

The same publishers have now issued eight more of Mr. Aldin's etchings (six of which are given above), forming, with the original six, a series of fourteen plates that will ensure for him a high place among contemporary etchers. The success of the first issue was so great that one plate ("The Beggar") is sold out, while of the other five it was stated lately that only ten copies of each remained. The new plates are larger, and the editions are more limited—100 copies each (at £3 3s. per copy) of those shown here; and 75 copies each (at £4 4s. per copy) of two architectural subjects, "The New Inn, Gloucester," and "The Bell Inn, Waltham St. Lawrence." Our reproductions are, obviously, on a reduced scale; for instance, the original size of "Susan—the Pekinese," is 11½ by 8½ inches.



THE WEDGWOOD BICENTENARY.

THIS year Staffordshire will be celebrating the two-hundredth anniversary of the birth of this country's greatest potter. The patient energy, the business acumen, the solid and lasting achievements of Josiah Wedgwood need no recommendation from anyone. His success was extraordinary. No less extraordinary was the tireless enthusiasm which built up from small beginnings the great industrial undertaking which is still his most worthy monument. Yet it is, perhaps, permissible, without incurring the charge of ungraciousness, to suggest, in defiance of most of the textbooks, that his title to fame rests more upon his technical and administrative reforms than upon his contributions to art. This is not to say that the many varieties of Wedgwood ware are not admirable examples of the potter's craft, but that they are, in the main, imitative, and betray no outstanding originality of design. Perhaps, too, a just appreciation of his place in the development of ceramics is hindered by the odd fact that practically



FIG. 1. A THEATRE SPY-GLASS: AN UNUSUAL AND CHARMING ADAPTATION OF WEDGWOOD JASPER WARE.



FIG. 4. FANCY AND CLASSICISM COMBINED: A WEDGWOOD PLAQUE DESIGNED BY LADY TEMPLETON.

remembered mainly for his unusual marital complacency—he married Emma Hart, the adorable Emma who was the recipient of Nelson's devotion and Romney's admiration—was born in the same year as Josiah Wedgwood. Sir William Hamilton was rich, distinguished, and scholarly. Southey describes him as a mild and amiable man who had learnt "the perpetual fluctuation of everything" from the study of antiquities. "Do all the good you can upon earth," he is reported to have said, "and take the chance of eternity without dismay." He was one of the greatest of collectors. The collection of Greek vases belonging to the Porcinari family was acquired by him when he was Minister at Naples, and in 1772 was sold by him to the British Museum for £8400. Later he formed a second collection even finer than the first, which he sent to England in 1798. The ship was wrecked off the Scilly Isles, and only sixteen cases out of twenty-four were saved. These were bought by Thomas Hope of Deepdene in 1801, and formed not the least important section of the Hope possessions.

It so happens that a man who, by a strange irony of fate, is popularly

Yet—and here is the point of this digression—Sir William is said to have valued his vases as models for his contemporaries rather than as works of art as such. Indeed, report has it that he ridiculed antiquarians by teaching his pet monkey to hold a coin-collector's magnifying-glass in its paw. The story may not be strictly true, but it is none the less symptomatic of the attitude of the period.

Excavations at Pompeii and elsewhere had stirred all cultivated Europe to an uncritical enthusiasm for classical art. The Academy was crowded with mythological canvases; churches were built in the manner of Greek temples (St. Pancras Church is a good, if rather late, example); the brothers Adam and their followers adapted classic ornament to interior decoration; silversmiths enriched their craft with graceful urns and Ionic and Corinthian columns;



FIG. 3. THE GREAT COLLECTOR WHOSE ILLUSTRATED CATALOGUE OF CLASSICAL VASES INSPIRED MANY OF WEDGWOOD'S DESIGNS: SIR WILLIAM HAMILTON (THE HUSBAND OF NELSON'S EMMA)—A FINE EXAMPLE OF WEDGWOOD PORTRAITURE IN COMEO.

All Photographs by Courtesy of Messrs. Sidney Hand, Ltd.

last, but by no means least, Josiah Wedgwood produced vases, plaques, and figures by the hundred in perfect taste and of astonishing technical excellence in accord with the fashion.

Hamilton had been most generous in circulating proofs of the fine plates from the catalogue of his first



FIG. 6. A FANCIFUL GROUP DESIGNED BY LADY TEMPLETON: A WEDGWOOD PLAQUE IN JASPER WARE.

A PAGE FOR COLLECTORS: WEDGWOOD AND EIGHTEENTH-CENTURY CLASSICISM.

By FRANK DAVIS.

collection (the cost of printing of the first edition came to £6000), and was from the beginning a great admirer of Wedgwood. These plates were the basis of many of the latter's designs, so much so that, within two years, the great potter was able to claim that the sale of imitations of the Hamilton vases had brought into the country from abroad three times as much as the £8400 paid by Parliament for the collection. Yet, looking at the facts from the standpoint of to-day, it is impossible to avoid the conclusion that the mere imitation of the past, however charming and competent, cannot of itself make a superb technician into an artistic genius.

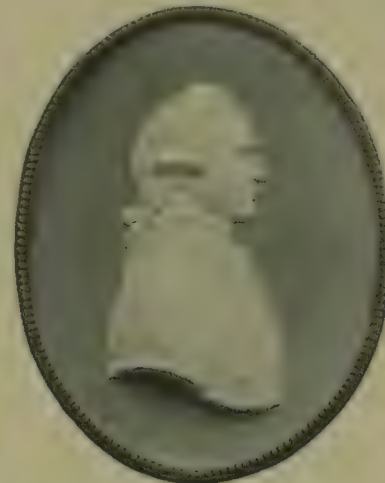


FIG. 2. A FAMOUS PORTRAIT MEDALLION: A WEDGWOOD COMEO OF CAPTAIN COOK.

But within these limits, which were necessarily imposed by the demands of the polite world, what grace and what resource are to be found in the long catalogue of wares produced under Wedgwood's direction! There are the black basalt, the "antico rosso" (the red ware similar to the red Chinese stoneware), the famous Queensware (a beautiful cream-colour), and, finally, jasper, examples of which illustrate this article. It is this last ware which, more than any other, has become, in the eyes of most collectors, Wedgwood's chief title to fame. The difficulties in achieving the delicate blue backgrounds were enormous, and were only overcome by infinite patience and expense. The cameos alone, adapted for setting in rings, lockets, and bracelets, or in intaglio form for use as seals, numbered 1700 in the catalogue issued in 1779. Subjects were taken from Egyptian history, Greek mythology, the Trojan War, and the history of Rome, and there was a series of illustrious men of both ancient and modern times.



FIG. 5. VARIATIONS ON THE CUPID MOTIF: WEDGWOOD PLAQUES OF SEMI-CLASSICAL DESIGN.

A fine example of portraiture in this medium is to be seen in Fig. 3, which represents Sir William Hamilton. There can be no two opinions as to its delicacy and refinement. Fig. 2 is another famous portrait medallion, that of Captain Cook. An unusual and charming adaptation of jasper ware is Fig. 1, a theatre spy-glass.

The remaining plaques illustrate very well the immense range of fanciful semi-classical subjects which were produced with such skill in the potteries of Josiah Wedgwood, and were used for so many different purposes—such as, for example, the decoration of mantelpieces, furniture, and walls. They are, of course, admirably adapted to the Adam style of house decoration—and the smaller pieces were introduced wholesale among manufacturers of all kinds of bric-à-brac in wood, metal, and tortoise-shell.

ROOMS WITH "A CHARM THAT LULLS TO SLEEP!"



A BEAUTIFUL LOUIS XVI. BED-ROOM, WITH THE BED IN A DEEP RECESS: THE DELICATELY CARVED FURNITURE IS GILDED AND THE CHAIRS ARE COVERED WITH FINE AUBUSSON TAPESTRY. THE WALLS ARE ORNATE AND DECORATED WITH GILDED BEADINGS. THE ROOM IS IN A MODERN HOUSE, AND HAS BEEN FURNISHED AND DECORATED THROUGHOUT BY THE CELEBRATED FIRM OF HAMPTONS, PALL MALL EAST, S.W., WHO SPECIALISE IN PERFECT REPRODUCTIONS OF ANY PERIOD DESIGNS.



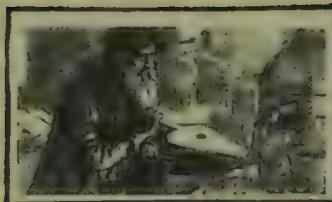
A BED IN GREY AND GREEN: THE CORNER BEADING IS IN JADE COLOUR AND THE REST IN LICHEN GREY OAK. THE ENTIRE SUITE IS OBTAINABLE AT WILLIAMSON AND COLE, THE WELL-KNOWN FURNISHERS, OF HIGH STREET, CLAPHAM.



LACQUERED WOOD IN CLEAR COLOURS: AN ULTRA-MODERN DRESSING-TABLE FROM ROWLEYS, CHURCH STREET, KENSINGTON.



SIMPLE IN LINE AND RICH IN COLOUR: A MODERN ROOM WITH FURNITURE OF METALLIC CELLULOSE LACQUER, IN PURPLE WITH HANDLES IN IVORY INLAID WITH JADE COLOURINGS. OBTAINABLE AT SHOOLPREDS, TOTTENHAM COURT ROAD, W.



THE WORLD OF SCIENCE.



CORAL FROM A DEVON BEACH.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

TO remark that living things present an infinite variety would show, I should be told, a not very lively sense of the obvious. It is so obvious, indeed, that we commonly fail to be conscious of

it. Yet a moment's concentration will arouse a sense of unsuspected mystery lurking in this commonly accepted truism. Whence came life, and what is it? And why does it manifest itself in such myriad forms? It may animate a hundred-foot whale, or it may possess bodies so small as to be beyond the range of human vision, though aided by the most powerful of microscopes. Even those who pretend to no knowledge of biology can call to mind the forms of birds, beasts, and creeping things innumerable which swarm over the surface of the earth. And in the great wide sea there are hosts

animals known, technically, as the "Cœlentera," because they are creatures wherein the body forms a kind of sac, tubular in shape, and bearing at its upper end a crown of tentacles. The outer surface of the sac is armed with stinging-cells, whereby enemies are repelled, and other living bodies, required as food, are paralysed. The inner wall forms the stomach. Our common fresh-water hydra may be taken as the type. From such a beginning an astonishing number of profoundly different types have been derived: types so unlike as sea-anemones, the plant-like sea-firs, jelly-fish, the stony-corals—often forming great reefs—the precious red-coral of commerce, the unsightly-looking, spongy masses known as "dead men's fingers" often found thrown, up on the beach in summer; and the less familiar, and again plant-like, fan-corals; with a host more of which no mention can be made here.

From the manifold shapes which have come into being as variants of the simple, hydra-like body just referred to, four distinct types of structure can be recognised. But I should be attempting the impossible were I to try to define each of these intelligibly in the space of a single essay, for some of these would entail the relation of astonishing transformations, as of jelly-fish from apparent plants. I must confine myself to the fan-coral from a Devon beach.

This belongs to the division known as the "Alcyonaria," and the section of the "Horn-corals," wherein the core of the branches is of a horny texture, encrusted with carbonate of lime, whose surface is relieved by small sculptured tubercles. At least, this is the appearance of the dead animal; and it seems strange to call such a plant-like body an animal. But during life these branches are invested with a jelly-like tissue, giving rise to what may be described as a crowd of tiny sea-anemones, yellow in colour, such as are seen, greatly enlarged, in Fig. 2. These tentacles seize on other living bodies to serve



FIG. 1. THE SEA-PEN (PENNATULA): AN ORGANISM IN WHICH THE STALK REPRESENTS THE FOUNDER OF A COLONY OF "ZOOIDS."

The Sea-pens present a great range of form and size. Some are almost globular masses, covered with "zoooids." In the typical sea-pen, the "zoooids" fuse together to form leaf-like expansions. The stalk of the colony represents the original founder, which gives rise to the upper part of the stem and the leaf-expansions. The body, as a whole, unlike that of the fan-coral, can be drawn into the mud until it almost disappears.

more that we can call by name, more or less exactly.

But in such a general survey, only the more striking types are visualised. When we come to examine any one of these a little more closely, we are lost in amazement at the infinite variety of form and colour presented. Take beetles, for example—creatures familiar to us all. Yet but few people, probably, realise that no less than 150,000 species are known to science, and new species are daily being added to this list. Of the cockchafer tribe alone, 13,000 species have been described, and about 300 new species are brought to light every year. No less than 50,000 distinct species of butterflies and moths have been described.

I might go on adding to this list indefinitely. But I have said enough to illustrate my point, which is to stress that mysterious quality of living matter expressed in these manifold shapes. We do not explain the mystery when we say these shapes are "adjustments to the struggle for existence." This fact, however, does not justify those who assert that our schemes of classification, and our deductions made from the study of these living bodies, is labour in vain. Far, indeed, is this from being true. The more we can learn of these things, the more certainly we shall come to understand the mystery of life, and of the beauty of the human body, which few appreciate at its true worth; as well as of the source of human emotions.

I fell into this train of thought the other day, when a friend of mine in Devonshire, knowing how much I appreciate such things, sent me a beautiful specimen of a fan-coral (*Gorgonella verrucosa*) (Fig. 3) that she had picked up on the beach. Here was one of a very lowly, but very remarkable, group of



FIG. 2. SUGGESTING FLOWERS RATHER THAN ANIMALS: PART OF A BRANCH OF A FAN-CORAL MAGNIFIED.

The separate "zoooids" in the living coral look like flowers rather than animals. The tentacles are flattened and with serrated edges, not long and thread-like as in the typical anemones.

as food, conveying them to the mouth in the centre of the ring. Its near relation, the thick-stemmed *Gorgonia*, found in the Bay of Naples, is much more vividly coloured, the branches being of a bright red, and the tentacle-bearing bodies of a glistening white.

These miniature trees, wherein waving tentacles simulate flowers, start existence in a very different form—to wit, as minute specks, swimming at large by the incessant lashing of the hair-like covering known as "cilia," so minute as to be visible only under the high powers of a microscope. After a brief spell of freedom, the little body settles down, and starts to acquire its tree-like form, giving rise to the innumerable anemone-like individuals all sharing the common jelly-like investment of the branching skeleton.

Let me turn now, by way of contrast, to another type furnished by the "sea-pens" (*Pennatulidæ*). Herein the body takes the form of a cylindrical stem passing upwards into a tapering stalk, bearing a feather-like arrangement of flat blades (Fig. 1). The stalk is thrust into the mud of the sea-floor, leaving the axis and its branches projecting. So thickly do they grow in some parts of the sea that, Darwin tells us, hundreds may be seen at low water projecting like stubble in a field. Yet at a touch they will pull themselves down into the mud in a flash. The buried stem answers to the body of the founder of the colony. As growth proceeds, new "zoooids" appear, fusing together to form the blades of the leaves. Later, these zoooids produce eggs, from which free-swimming larvae emerge to form new colonies.



FIG. 3. A PLANT-LIKE "ANIMAL" WHOSE BRANCHES, DURING LIFE, ARE INVESTED WITH JELLY-LIKE TISSUE: THE SKELETON OF THE FAN-CORAL (*GORGONELLA VERRUCOSA*).

During life these branches are thickly crowded with what may be described as tiny sea-anemones, though all the individuals of the colony are part of a common jelly-like tissue. The branches are of a horny texture, encrusted with carbonate of lime and embossed tubercles, marking the site of the separate individuals or "zoooids."



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THE WORLD OF THE THEATRE.

(Continued from a previous Page.)

Mr. Allan Jeayes, in Dennis Eadie's original and unforgettable creation of John Rhead, of whom it may be said that his portrayal in the second and third acts could scarcely be bettered; and Miss Emmie Arthur-Williams (the young daughter of the late well-known comedian), as Rose Sibley. How utterly charming she is as "sweet eighteen" in the first act; what a tender, loving "slave" as wife and mother in the second; and how, still mazed in love, she entrances us as she quavers to one flashing spark of defiance on behalf of youth at the end! This is an altogether notable revival of one of the great plays of our time. For its spirit is as fresh, as fragrant, and as poignant as ever. And I dare wager that in another eighteen years or so its appeal will be as irresistible as it is to-day. For, despite the progress of machines and men, the hands of age will still be stretched, amidst thorns of misunderstanding, towards the rose of youth.

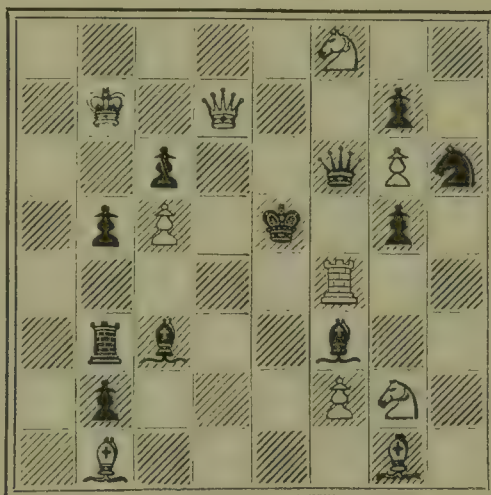
It is a curious happening that, in the same week when "Milestones" was rolled on, there came a play by Mr. A. A. Milne which might have made a suitable sequel to it. There is, of course, no direct correlation between "Michael and Mary," at the St. James's, and the famous work of Messrs. Bennett and Knoblock, but it is, as it were, a concluding chapter up to date. "Milestones," after its migration from Victorian obedience, winds up with the successful rebellion of the youngest daughter of the family. In "Michael and Mary" we go a step further. Michael meets Mary, who is married to a waster. They fall in love; they live together, openly at first, then go through a bigamous marriage; she bears him a child, and when the son grows up and is told the secret of his birth there is, in the true spirit of the age, no tragedy. Not only does the son accept the situation with understanding, but his bride, whom he has married on the spur of the moment, views his illegitimacy in the same light, and embraces her mother-in-law in admiration for her defiance of convention and the law. That is exactly what might have happened in "Milestones," had it not been written eighteen years ago, for since then both illegitimacy and divorce have been stripped of their time-

worn stigma by the liberal wording of the letter of the law. In characterisation, too, Mr. Milne's play has a certain affinity with the older one, and the character of Michael's father, that austere clergyman of rigid old-world principles, is as marked a remnant of yesteryears as, in a dulcified form, Gertrude Rhead, the old spinster, remains a relic of the times when lives were sacrificed in obedience to the will of parents. In the acting, also, imagination could trace the kinship of the two plays. If Mr. Herbert Marshall and Miss Edna Best had not been superb as Michael and Mary, they would have been the ideal John and Rose Rhead—which is said without prejudice to the excellent characterisations of Mr. Allan Jeayes and Miss Emmie Arthur-Williams in these parts.

CHESS.

TO CORRESPONDENTS.—Letters intended for this department should be addressed to the Chess Editor, I.L.N., Inveresk House, 346, Strand, W.C.2.

PROBLEM No. 4064.—By P. J. WOOD (WAKEFIELD).
BLACK (11 pieces).



WHITE (10 pieces).

[In Forsyth Notation: 5 S2; 1 K1Q2P1; 2P2QPs; 2P2QPs; 1P1K1R1P1;
5R2; 1R2B2; 1P3PS1; 1B4B1.]
White to play and mate in two moves.

ANSWERS TO CORRESPONDENTS.

T K WIGAN (Woking).—Thank you for problems; we will examine and report.

EDWIN GORDON (Cambridge, Mass.).—The solution of Game Problem XXXVI (not XXVI.) (Maroczy-Alekhin) appeared in the I.L.N. of Feb. 1.

R S (Melrose).—There is no misprint in G. P. XXXVIII. 6. Kt×P is White's best line, and against that Black takes nine moves to mate. You will receive by post the actual game from which the position was taken.

CORRECT SOLUTION OF PROBLEM No. 4060 received from J S Almeida (Bombay); of 4061 from Senex (Darwen), C Chapman (Modderfontein), J S Almeida (Bombay), and Geo. Parbury (Singapore); of 4062 from E G S Churchill (Blockley), H Richards (Hove), E G B Barlow (Bournemouth), Alberto Veiga (Lisbon), John Wagstaff (Barnsley), P J Wood (Wakefield), M E Jowett (Grange-over-Sands), Julio Mond (Seville), H Burgess (St. Leonards), J M K Lupton (Richmond), Senex (Darwen), Antonio Ferreira (Porto), and L W Cafferata (Newark); and of 4063 from M E Jowett (Grange-over-Sands), G E Wells (Southbourne), P J Wood (Wakefield), Antonio Ferreira (Porto), J M K Lupton (Richmond); H J Rich (Crowthorne), H J Burgess (St. Leonards), H Richards (Hove), E G B Barlow (Bournemouth), L W Cafferata (Newark), Rev. W Scott (Elgin), N J Smith (Dublin), Senex (Darwen), and Julio Mond (Seville).

CORRECT SOLUTION OF GAME PROBLEM XXXVII. from C Chapman (Modderfontein), and of XXXVIII. from R S (Melrose), and F N (Vigo).

CHRISTMAS BONBONS.—Correct solutions of all five problems from J W Smedley (Brooklyn), E G B Barlow (Bournemouth), J M K Lupton (Richmond), and E Pinkney (Driffield); of 1, 2, 3, and 4 from Senex (Darwen) and John Hannan (Newburgh, N.Y.); of 1, 2, 4, and 5 from Julio Mond (Seville); of 1 from R W Alletson (Jedburgh), and R B Cooke (Portland, Me.); and of 2 and 3 from William Yule (St. Louis).

Her Highness Princess Marie Louise has graciously consented to be patron of the Ideal Holidays Exhibition and to perform the opening ceremony at the Agricultural Hall on June 20.

That invaluable reference book, "Whitaker's Almanack" for 1930, is as thorough and as informative as ever. Attention is particularly directed to the enlarged index, which now serves for the "Popular" (paper-covered) edition as well as for the "Complete" (cloth-covered) book, an asterisk (*) preceding entries contained only in the Complete edition. Among the new features are the new Ministry and House of Commons, additions to Legal Notes, a record of English winters for fifty years, and additions to sporting and athletic records; while Questions of the Day deal with matters of current interest in alphabetical order; and annual summaries are also given of the year's weather.



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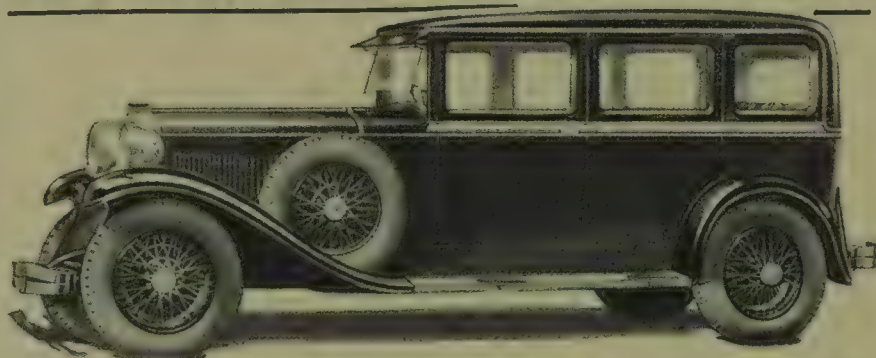
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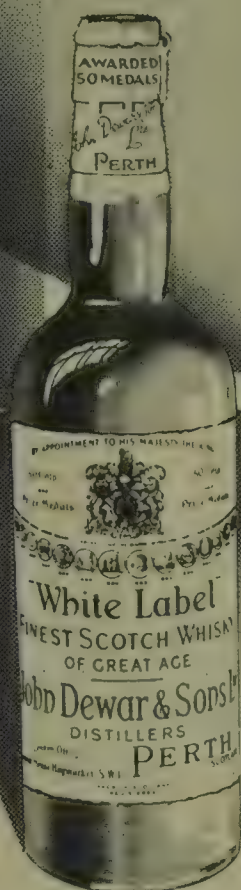
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THE PLAYHOUSES.

MR. PERCY'S "HAMLET," AT THE COURT.

THE only Hamlets he has seen which the present writer can regard as revelations of a charming stage character made through the medium of a charming personality are those of Forbes-Robertson, of Walter Hampden, and of Jon Swinley. Mr. Esmé Percy's, now on view at the Court Theatre, will hardly, he fancies, wipe out recollections of what most middle-aged playgoers must reckon the ideal Hamlet of our time, that of the first-mentioned actor. Thanks to Mr. Peter Godfrey's method of production, which compels one set—made up of pillars and staircases—to do duty for every scene, which employs throughout changing limes and "black-out" lightings, and which reinforces the ordinary stage with an "apron" platform extending into the auditorium, on which the play-within-the-play is enacted and Hamlet's soliloquies are delivered, the whole tragedy is run through at the Court with, save for one interval, no waits at all. Of this innovation, which increases enormously the effect of Shakespeare's masterpiece considered as an exciting melodramatic story, but which plays havoc with the psychology of the leading character, Mr. Percy takes the fullest advantage. He is ready for every speech, and for every encounter, however brutal or bawdy; he makes all possible points, and never indulges in mere "business." But inevitably he sacrifices that synthesis of charm, dignity, and philosophy which should compose Hamlet to the effective but desultory presentation of individual scenes. Moreover, he mars his performance of the Prince by a needless display of violence and of hysteria. He appears at his best in the soliloquies, some of which he manages to render intensely apocalyptic, and in the "closet" scene, which he, alone of modern Hamlets, raises to something like the true tragic level. Never, surely, has this passage between mother, ghost, and son been played with so much passion and poignancy!

"DEVONSHIRE CREAM," AT THE PLAYHOUSE.

Those playgoers who enjoy the alleged transcripts from rural life which Mr. Eden Phillpotts provides for the theatre, as a sort of relaxation from the weightier business of writing novels, will probably find his latest paragon, "Devonshire Cream," very much to their taste. It is a farcical comedy based upon the "Romeo and Juliet" motif, and dealing with the family feud which keeps the Widecombes and the Blanchards bitter enemies. Robert Blanchard and Beth Widecombe have fallen in love with one another; and the burden of the play is the pig-headed adhesion of old Elias Widecombe to the feud, and his consequent opposition to the union of the lovers, which not even his rescue by Robert from the attack of an enraged bull can suffice to overcome. He only agrees to handing over Beth to Robert when the latter is discovered to be not a true Blanchard after all. Elias, indeed, for all the skill which Mr. Sam Livesey lavishes on impersonating him, is too inveterate a humourist (in the seventeenth-century sense of the word), and too obstinate and tedious a fool in any case, to be regarded as anything but a bore. The acting honours at the Playhouse are, indeed, carried off by Mr. Horace Hodges, who plays a cynical old rustic called William Blee in his own inimitable fashion. It only remains to add that Mr. Harry Wilcoxon and Miss Phyllis Shand make of Robert and Beth a comely and gallant couple worthy of a sincerer play.

"ALMOST A HONEYMOON," AT THE GARRICK.

Mr. Walter Ellis's new farce, recently brought out at the Garrick Theatre, is diverting enough in its way. But that way is very familiar, and leads, in the second act, to the hackneyed but ever-popular bed-room scene, in which the errant male, having retired to rest after a very merry evening, discovers himself the next morning in the same room with the fascinating female. The male at the Garrick is an impecunious young man who has not expected the new occupant of his flat to take over the tenancy quite so soon. And the female is a young woman who falls a victim to the fascinations of her sleeping partner, despite the fact that she is just on the point of being married to another man—a silly ass. The way out of such a situation is obvious. Just before the final curtain-fall, Basil Dibley, the personable roisterer, comes into a fortune; and, on the strength of this piece of good luck, he proposes to, and is accepted by, Rosalie Quilter, the beckoning fair one. To Miss Renée Kelly's alluring Rosalie, and to Mr. Gerald Pring's brisk Basil, much of the success of "Almost a Honeymoon" is due. But good support comes also from Mr. Hylton Allen, a confidential manservant, and from the author, who provides some very apt and amusing dialogue.

"SILVER WINGS," AT THE DOMINION.

Regarded from the point of view of score and of singing, the new piece at the Dominion Theatre is far superior to its predecessor. Composers so various as Leslie Sarony, Jack Waller, Joseph Tunbridge, and Robert Schuman have supplied the music; and vocalists so eminent as Désirée Ellinger, Donald Mather, and Harry Welchman are at hand to sing it. The plot, too, of "Silver Wings," which has been adapted by Messrs Dion Titheradge and Douglas Furber from an American play called "The Broken Wing," provides good, robust, romantic drama, telling how a young American airman, crashing in Mexico, wins unsought the love of the local brigand's bride. Add, too, that the settings include a view of an aerodrome and a picture of a Montezuma festival among the mountains, and that the acrobatic comedians comprise Mr. Lupino Lane, Mr. John Kirby, and Miss Emma Haig, and it will be gathered that there is plenty of good singing, good clowning, and fine scenery to be heard and seen in London's newest theatre. "Silver Wings" furnishes, indeed, an excellent entertainment.

"FRANKENSTEIN," AT THE LITTLE.

Dr. Capek's Robot has, of course, outmoded Mrs. Shelley's Monster in a certain degree. Nevertheless, the new version of "Frankenstein," prepared by Miss Peggy Webling and now being presented at that theatrical "chamber of horrors," the Little Theatre, is well worth seeing, if only on account of Mr. Hamilton Deane's highly imaginative and sympathetic impersonation of the second Caliban. The latest adapter of the famous novel—on which, it may be remembered, a Gaiety burlesque was based some forty years ago—has, however, been at some pains to sentimentalise Mrs. Shelley's grim original by introducing a crippled girl called Katrine, who is kind to the Monster, and whom he accidentally drowns. This provides the play with a scene which, though effective enough, is hardly congruous with the main theme. Still, a good deal of the ghost-story which Shelley's second wife began at the suggestion of Byron, makes its appearance in John Street, Adelphi. Moreover, the entrance of the Monster from the dark laboratory, and his final exit (when his master refuses to provide him with a mate) in the lightning flash and explosion that destroys both creator and creature, are both so eerie that they will probably suffice to draw all lovers of a good thrill to the Little Theatre.



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HOW THE ANCIENT EGYPTIANS DID THE THINGS WE DO TO-DAY.

(Continued from Page 284.)

to control his implement. The crops shoot up quickly, and the next scene shown is the harvest: reaping with a sickle, the earliest examples of which—of



"BAGGED," AT SYDNEY BY THOSE INTENT ON MAKING THE BEACHES SAFE FOR SURF-BATHERS: A 15-FT. SHARK—THE BIGGEST "CATCH."

wood, with flint edges—suggest an animal's jawbone as their origin; collecting the cut corn in baskets of papyrus fibre; the treading-out of the ears by driving oxen round over a circular "threshing-floor"; winnowing with the aid of the wind; and, finally, the carefully checked measuring of the grain

* *Journal of the Bombay Natural History Society*, Vol. XXXII., No. 3, p. 460 ff. I have to thank Professor Andrade for this reference.

as it is put away into the granaries. The similarity of the early sickle to an animal's jawbone (in the illustration that of an ox) can hardly be denied. It has prompted the attractive and altogether reasonable suggestion by Miss Murray, of University College, London, that the familiar "jawbone of an ass," with which Samson is reported to have slain the Philistines, was, in fact, a sickle of his time (it would have been of bronze—or even, possibly, of iron), a very much more serviceable weapon for his purpose.

The immediate produce of the Nile did not end with cultivation. The river teemed with fish of various kinds; and in the papyrus swamps which edged the small streams and pools hundreds of wild birds nested, and offered an easy prey to the hungry Egyptian. The method of catching these birds on a wholesale scale, as employed by the Egyptians, is illustrated on page 285. It is there reconstructed from Egyptian drawings, notoriously difficult to interpret accurately in all their details; and, before accepting the suggestion here offered, it is well to note a somewhat similar modern use of nets for catching water-fowl on the Manchar, a lake in Sind,* where, however, the nets rise from a horizontal position to a vertical, trapping the birds between their inner surfaces. It is difficult, however, altogether to reconcile this method with the Egyptian drawings.

One of the fascinating things about stamp-collecting is the sudden jump which sometimes occurs in the value of certain stamps. Specimens, seemingly quite common, will leap into the category of rare almost over-night, with a correspondingly spectacular increase in their cash value. Actually, all stamps tend to increase in value the longer they are kept. No matter how undistinguished a collection may be considered, it is safe to predict that within twenty or thirty years its value will have increased enormously. A vast collection of colonial and foreign stamps is now being distributed by Messrs.

Carreras, Ltd., who are enclosing two stamps with each packet of ten Turf cigarettes. Even those who are not interested in stamps as stamps might do worse than collect as many as they can of these, and save them as a sort of heirloom nest-egg.

Sailing from Southampton, the following cruises by the Blue Star Line ss. *Andora Star* are announced: March 14, to Spain, Corsica, Italy, Malta, Rhodes, the Holy Land, Egypt, Algeria. Distance steamed, 6786 miles. April 12, to Portugal, Spain, Tunis, Turkey, Greece, Italy, Rhodes. Distance steamed, 6408 miles. May 7, to Morocco, Sicily, Dalmatia, Venice, Algeria. Distance steamed, 5816 miles. May 31, to Tangier, Morocco, Canary Islands, Madeira, Spain. Distance steamed, 4148 miles.

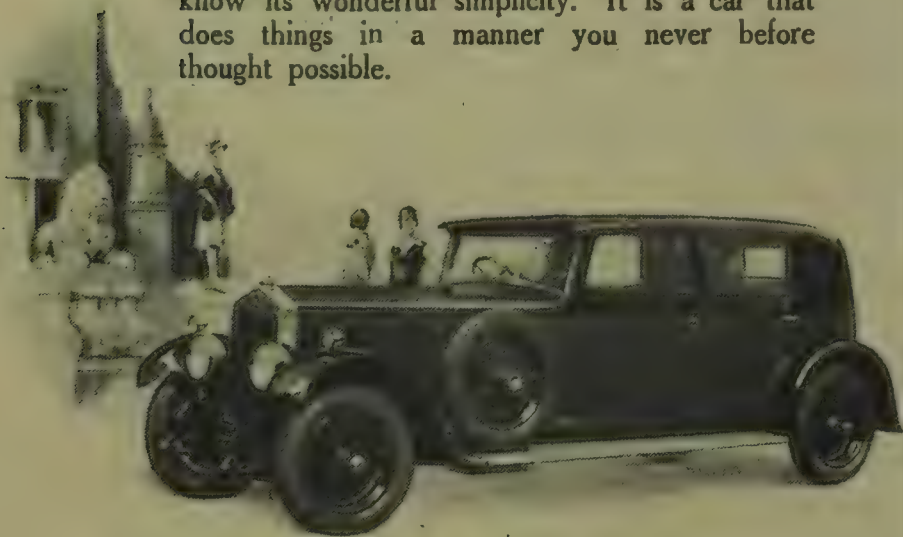


CAUGHT AT SYDNEY: A "CLOSE-UP" OF THE BATHER-MENACING SHARK, WHICH LIVED FOR TWO DAYS IN THE TARONGA PARK AQUARIUM.

With one of these photographs, we have received the following note: "Sydney's many ocean beaches and its harbour were infested during Christmas week by swarms of sharks. One attacked and killed a lad who was bathing in the harbour on Boxing Day, and some of the beach bathers had narrow escapes. Shark-fishing became a popular pastime, and within three days twenty sharks were caught. Twelve of these were placed alive in Taronga Park Aquarium. There the biggest 'catch' lived only two days."

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MARINE CARAVANNING.—LXIX.

By COMMANDER G. C. E. HAMPDEN, R.N.

EVERY year the exodus from this country to warmer climates for the winter becomes greater. Those who own seagoing yachts use them more and more, both as a means of transport and as homes for this purpose, but few owners of smaller craft realise, as yet, that they can use their vessels also in much the same way. There are thousands of sheltered waters in warm climates throughout the world to which small craft can be transported easily and quickly by steamer or rail, and amongst them the African rivers and lakes are well worth consideration. The Victoria Nyanza (Lake Victoria) is an example, though, by reason of its great size, its waters cannot claim to be always calm. Even the smallest boat, however, can coast round its shores without fear, for the winds are very constant, and there are many sheltered bays.

The best way to transport a boat to this lake is from Mombasa *via* the Uganda Railway to Kisumu, which is the headquarters of the lake steamers. The largest complete boat that can be accepted, normally is one of 40 ft. long, 9½ ft. beam, and not more than 8 ft. 3 in. in height and 5 tons in weight. If, however, the destination is Lake Kiogo or Lake Albert, a boat must not be more than 32 ft. long, 6 ft. high, and 4 tons in weight. Personally, I advocate a small vessel, for, having experienced the lure of African inland water travel, I know the temptation ever to "push on" further to areas where a large boat is out of the question.

Ample facilities exist on the Victoria, Kiogo, and Albert Lakes for repairs and fuel and dissolved acetylene can be supplied from Mombasa, for on all three lakes there is a steamer service with refitting depôts. There are certain points, however, that require forethought by the newcomer. Though Lakes Victoria and Albert are deep and free from

weeds, except very near the shores, Lake Kiogo is shallow and weedy, so necessitates precautions connected with the water-cooling system and propeller. The altitude of all three lakes is considerable, so special carburettor adjustments are wanted to ensure easy starting and satisfactory running, and also some means to exclude flies from the air-intake when passing through a fly storm.



THE FIRST MOTOR-BOAT ON THE VICTORIA NYANZA: THE "HUMMING BIRD."


The "Humming Bird" was built (of steel) by Messrs. Thornycroft in 1903. She measured 27 ft. by 6 ft. 10 in. by 2 ft. 11 in., and was fitted with a 10-h.p. Berthan oil engine. A more modern engine was installed in 1911 by the Uganda Railway, which owned her.

With an area of approximately that of Ireland, the Victoria Nyanza affords a vast cruising field, and also great shooting and fishing possibilities. Elephant and other big game can be found in most districts round its shores, but the Kisii country, to the south of the Kafirondo Gulf, the Masaka district, on the north-west shores of the lake, or the Mascindi country to the north, are the most favoured. Snipe and wildfowl of many kinds abound also, but to find their haunts requires some local knowledge.

Fishing is best in the Kafirondo Gulf, the Ripon Falls (the official birthplace of the Nile), the Sesse Islands, and at Bukoba, on the west coast.

Tin is mined near the west coast, and gold is found in the Kisii country, so there is much to attract those who wish to combine business with pleasure. To the naturalist these parts form a treasure-house that has not by any means been exhausted. Though the coasts are much indented and there are many islands (including floating ones), navigation is not difficult. There are no tides beyond the small movement of water caused by the morning and evening winds, which are very constant, so even a novice has little to fear. No less interesting is Lake Albert, which draws its waters from the Ruenzori Mountains *via* the Semliki River, and helps to swell the Nile to the north of it that has come from the Victoria Nyanza *via* Lake Kiogo. The shooting round Lake Albert is exceptional, and includes a district where the fast-disappearing white "rhino" exists; whilst, though directly connected with the Victoria Nyanza, this lake contains the Nile perch, which, for some unknown reason, does not exist in the former.

No one has ever yet embarked on a systematic cruise through the heart of Africa on its waters. Several extended trips have certainly been made by big-game hunters, but the continent has never been crossed by boat from east to west, or north to south. It would require a specially-designed boat, of course, for often she would have to be transported overland if all the chief lakes and rivers were included. Should anyone be tempted to make such a trip, it is to be hoped that it will not be of the "stunt" type, for, to obtain the best out of an African trip, a study should be made of the animals, vegetables, and minerals at the same time. Riches undreamed of must lie hidden that would not only benefit those that made the trip, but humanity in general.



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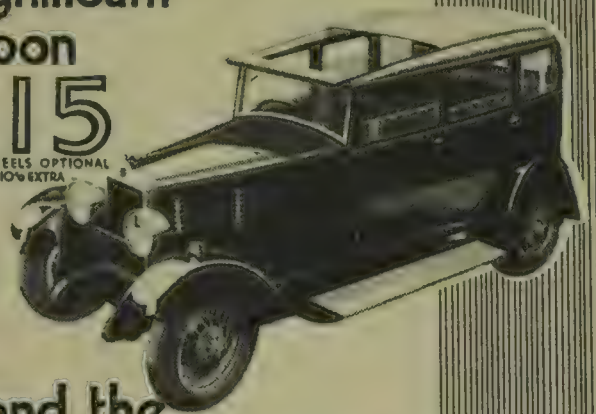
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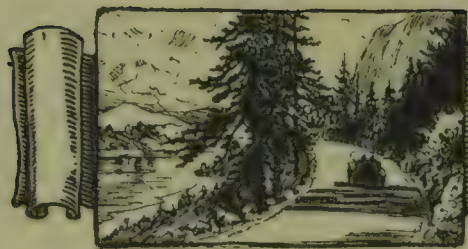
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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

SIR WILLIAM MORRIS has recently proceeded to South Africa in order to see the country and come back to England filled with knowledge to be applied in building commercial "heavy" motor wagons for use from the Cape to Cairo. This year in Great Britain a twice-daily motor-coach service has been started from Edinburgh to London and *vice versa* at £1 per passenger for the journey either way. Perhaps this time next year, or the year after, I shall be able to record that one can travel by a British motor coach from Cairo to the Cape by a regular service of Morris-Commercial vehicles. I know it is going to happen one day; it is only the date that I cannot yet fix so definitely as I should like. No doubt when I see Sir William Morris on his return to England I shall be able to refer again to this possible date. The present Morris-Commercial motors are greatly pleasing their users. Of course, when I mention "heavy" motors it is only a term of comparison to distinguish the new types of Morris vehicles from the passenger light-car series. As many folk may know, the Prince of Wales bought two of these "heavies," and is using them, as I write, on his sporting tour in Africa. These are the famous Morris "Six-Wheelers," that make excellent caravans, hunting-cars or gun-haulers—in fact, all-round useful vehicles for up-country tours.

The Prince of Wales uses one as his day or hunting car and the other as his night or resting camp, whether moving or halted in bivouac. The illustrations give quite a good impression of the quality and comfort of the vehicles. The saloon shooting-brake is built on the lines of the ordinary open touring car, but fitted with a fixed canopy, and incorporating a saloon-domed back. The Morris-Commercial six-wheeler touring-car chassis has a stream-lined radiator and bonnet, this chassis being used by various of our Government Departments for high-speed traffic haulage. The roughest country can be traversed by this six-wheeler, as along each side of the body are special velvet-lined boxes carrying the caterpillar self-laying track that can be fitted, when needed, over the twin rear wheels.

Shooting-Brake Equipment Details.

As many sportsmen in all parts of the world are interested in shooting-brakes of this type, I give a few details of its equipment as chosen by the Prince of Wales himself. The interior of the body is fitted with an adjustable seat,

and the equipment he would require when out in the jungle shooting. There is also provision for additional seats for attendants. The wind-screen is Triplex safety-glass, and the sides of the body have roll-up curtains with a large drop curtain for the back of the brake. The roof of this shooting-brake is of rather unique design, which offers a form of through ventilation when travelling, thus keeping the

which is sun-resisting and yet allows vision from the interior only, whereas from the outside it is impossible to see into the caravan. The exterior is painted dark brown. The upper portion of the body is fitted with special sun-resisting canvas. The double roof, similar to that of the shooting-brake, is also provided to keep the caravan cool and give good ventilation. This also has chain tracks carried on the vehicle for fitting on the rear twin wheels. All has been done to make this caravan-car truly comfortable for sleeping and living in, and it is really wonderful how many home comforts are provided in so small a vehicle.

The Blue Train Raced by Car.

The most famous of the Continental expresses is undoubtedly the Blue Train, which daily carries in luxurious comfort from Calais to the Riviera those lucky persons who are wealthy enough to pay the high supplementary fare. It is, too, one of the fastest long-distance trains in Europe, for it covers the 830 miles between the Channel port and the Mediterranean in 20½ hours, some two hours less than the "Rapide," which follows it southwards. To travel the journey in shorter time than the train takes was the object of two motorists who were touring on the Riviera, and accordingly they decided to make a sporting effort on their "Light Six" Rover. Arriving in the pretty little town of St. Raphael just before the schedule time of departure of the train—6.30 p.m.—they waited until the gigantic P.L.M. locomotive gave its first puff, and then shot off the mark with a good deal more pep, although, perhaps, with less majesty, than the train. Their initial lead was short-lived, however, for a few miles along the road came a level crossing—and the gates were shut. Presently a train hove in sight, and as it crossed it was seen to be the Blue Train. Up went the barriers, and off once more raced the car. Still another check came after a further few miles, when, for a second time, the car was held up to allow the Blue Train to pass, for at this section the line doubles twice across the road.

Fog Handicap, But Car Wins.

This was, however, the last the travellers saw of the train until Calais, for the railway follows a slightly different route, *via* Marseilles, in order to avoid the hilly region which the road traverses. The first thirteen hours of the run were in the dark, and stops for petrol replenishment had to be made at Avignon, Lyons, and Chalon-sur-Saone. Between the two last-named places fog lay in patches, occasionally



A FAMOUS "LIGHT SIX": THE ROVER THAT BEAT THE BLUE TRAIN FROM THE RIVIERA TO CALAIS, SEEN IN FRONT OF THE CASINO AT MONTE CARLO.

Two touring motorists, driving this "Light Six" Rover, raced from St. Raphael to Calais in competition with that famous fast long-distance train which is called "the Blue Train." Starting as its rival gave its first puff, it reached the quay at Calais twenty minutes before the train steamed in, dead on time, at 3.25 p.m.: this despite the fact that the car had been held up twice by the train at level-crossings and that it met patches of fog. The schedule time for the train journey is 20½ hours for the 830 miles.

temperature directly over the heads of its occupants cool and low. The back of the body has another large locker, suitable for the storage of ammunition, spare kit, etc. Besides these details, a Pyrene fire-extinguisher, three interior electric lights (one in each rear corner, and one in the centre of the roof), two combined spot-lamps and driving mirrors, fitted one each side of the wind-screen; extra large head and side lamps (the latter on the front wings), a spare wheel mounted on the near-side running-board, a tool locker on the off-side running-board, and ventilators in scuttle and in front canopy board, are fitted and carried. This brake is painted in shades of green and fawn, so should harmonise with its surroundings.

The other Morris-Commercial six-wheeler has a caravan-type of body fitted with a shower bath, having the water tanks mounted on the rear platform, each of twenty gallons capacity. Water pressure is provided by the tyre pump driven by the engine. A Rippin-gille's oil cooking-stove is fitted in the near-side corner of the body, being cased around with aluminium covered by asbestos sheets. An "Elsan" chemical closet is fitted in the off-side rear corner of the caravan. The equipment



A CAR THAT IS BEING USED BY THE PRINCE OF WALES WHILE HE IS ON SAFARI: HIS ROYAL HIGHNESS'S RIGID SIX-WHEELER MORRIS-COMMERCIAL SHOOTING-BRAKE.

and, as the Prince's own seat is alongside, every care and attention has been paid to make it really comfortable over trackless country. Directly behind these seats is fitted a gun-rack for six guns, the rack being fitted with quick-release clips. The rear portion of this shooting-brake forms a temporary seat over the ammunition and other lockers. At the rear of the body are carried his personal luggage

further includes a marble Pullman-type wash-basin, mirrors, towel clips, and a G.E.C. electric fan attached to the front partition. Here also are racks to stand four rifles, besides drawers fitted under the seats, coat-hooks, a Smith's eight-day clock, detachable folding-table thirty inches by 16½ inches, to say nothing of the medical outfit and first-aid cabinet. A special feature is the "purdah" glass fitted to the windows,



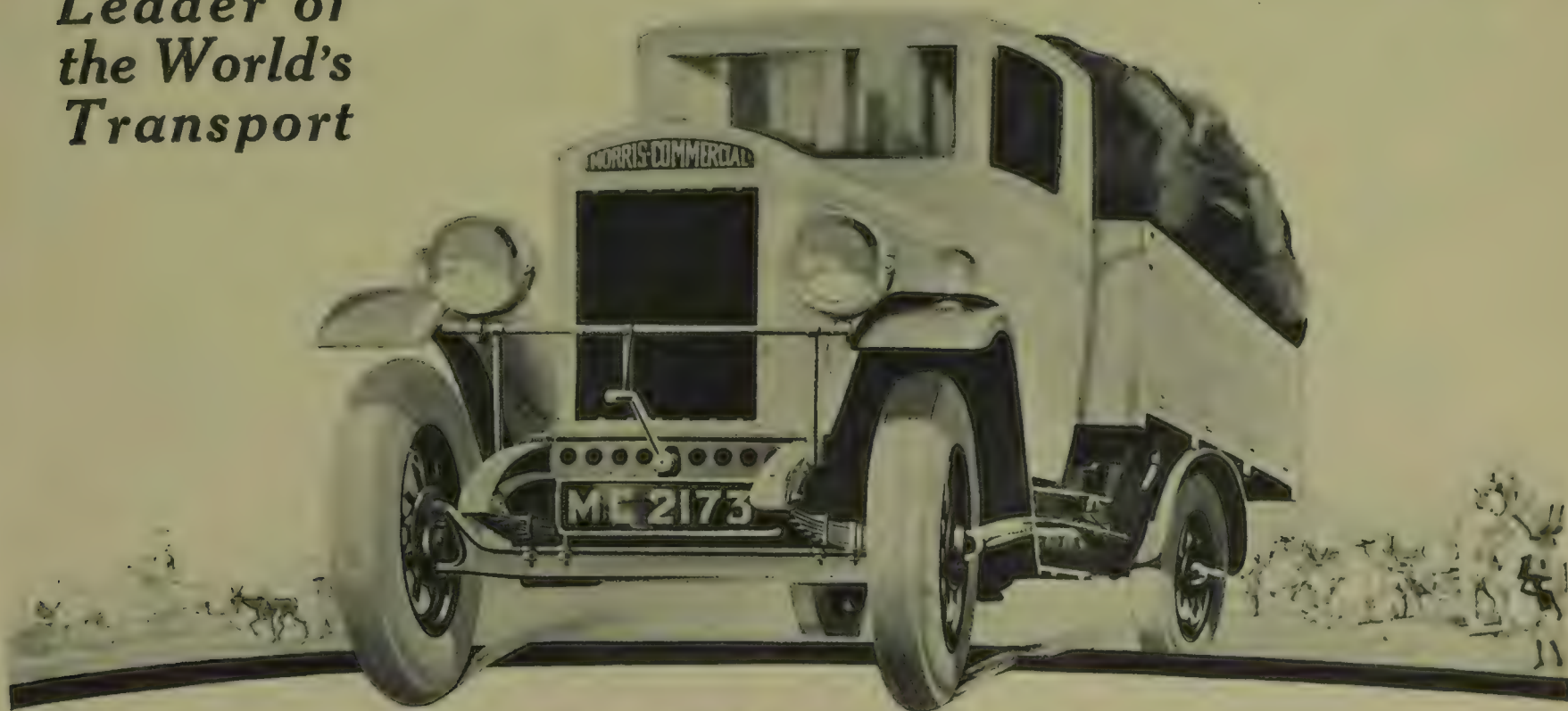
THE PRINCE OF WALES'S MOTOR-CARAVAN FOR HIS AFRICAN TRIP: HIS ROYAL HIGHNESS'S MOBILE SLEEPING AND REST HOUSE—A CARAVAN ON A RIGID SIX-WHEELER MORRIS-COMMERCIAL CHASSIS.

causing the car to be pulled up with a jerk from its normal cruising speed of fifty to sixty m.p.h., and quite long stretches were traversed at comparatively low speed on this account. Even daybreak, at about 7.30 a.m., brought little relief for the first hour or so, although, after a stop for petrol at Sens, conditions improved greatly. The route followed avoided Paris, passing instead through St. Germain-en-Laye,

[Continued overleaf.]

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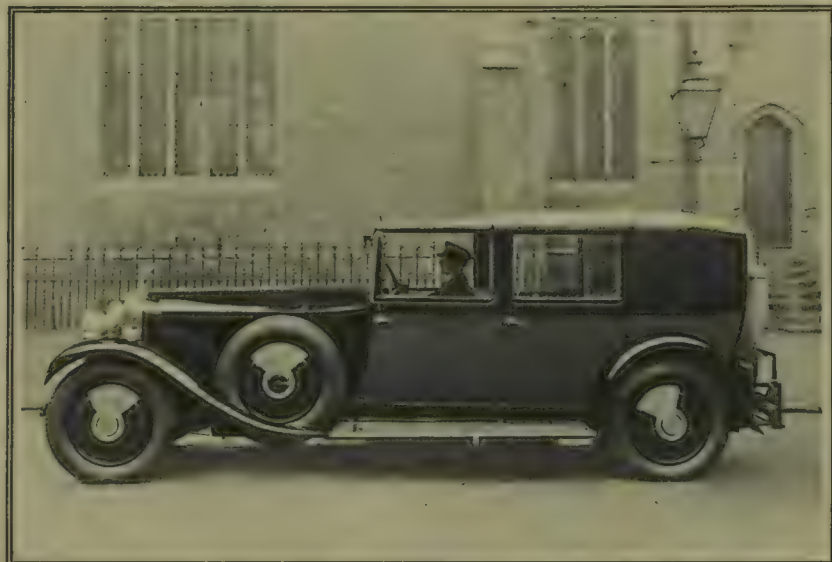
Versailles, and Pontoise. This was a slow section, for it included busy streets and pot-holed *pavé*, and only twenty-eight miles were clocked in the hour. Indeed, the motorists were some twenty minutes behind their time-table at one point. However, when the "RN 1" road was struck at Beauvais, the car was let out, and mile after mile was covered with the speedometer showing between sixty and eighty m.p.h. This rapidly brought back the lost minutes, and eventually the car drew up on the quay at Calais with twenty minutes to wait before the Blue Train—fog-stained and grubby, just like the car—rolled in dead on time at 3.25 p.m. The Rover had won its stern race handsomely.

Rigid Six-Wheeled Commercial Vehicles.

British-made rigid six and four-wheeled commercial vehicles of three tons and upwards are now in active use in all parts of the world. An awful lot of humbug has been the propaganda programme of foreign rival makers of motors, stating that British chassis are not suitable for trackless or rough country. Take, for example, the wide range of "heavy" motors built by Messrs. John I. Thornycroft and Co., Ltd. They are doing their job of work admirably in all quarters of the globe. Africa cannot break down the Thornycroft, as these six-wheelers overcome all the obstacles that nature has thrown in their path, and have solved transport problems through veritable seas of mud and sand and rock-strewn ways. The rigid Thornycroft six-wheeler can address itself to the roughest haulage problem and solve it through sheer capacity of sturdiness and power. All the big British railways are operating fleets of Thornycroft vehicles for goods or passengers. As for the motor-coach, I fully believe this ubiquitous passenger-carrier will penetrate the interior of the African continent quicker than the railways, because the requirement of made roads is becoming a more minor need as year succeeds year. But whether with four- or six-cylinder engines as power units, or with four or six wheels to run on, the British commercial vehicle can stand up to the load it is asked to transport over unmade roads as reliably as it can on the most modern and up-to-date arterial British highway.

Cape-to-Cairo Fuel Stations.

However capable motor-vehicles are of overcoming the difficulties in lands where roads may not exist, the success or failure of motor transport lies in the adequate provision of refuelling stations. One feels particularly grateful to the Asiatic Petroleum Company, Ltd., as a noteworthy example in this respect, for they and their



THE MARQUESS OF ANGLESEY'S NEW CAR: A ROLLS-ROYCE "PHANTOM II," WITH HOOPER BODY OF "SEDANCA" TYPE IN PASTEL-BLUE AND BLACK, UPHOLSTERED IN TRIMMED WOVEN LEATHER CLOTH.

associate distributors, the Shell Company, have been closely associated with the Cape-to-Cairo route. Petrol and oil dumps have been laid down, and, looking back during the last few years, the Shell Company has rendered assistance second to none to the various ventures which have been undertaken across Africa. In fact, the laying down of supplies of Shell oil and petrol has contributed in no small measure to their successful conclusion. The filling stations at present are at somewhat long distances apart, yet near enough to refuel cars of average tank capacity, while supplies are available at all the recognised and emergency landing-grounds for the aeroplane service. Consequently, for practical purposes, one may drive one's car across the African continent without any fears that the necessary motor oil and spirit will not be available—a most comforting assurance.

With the Naval Conference in session, no work of reference could be of more immediate topical interest than "Jane's Fighting Ships, 1929." Edited jointly by Oscar Parkes and Francis E. McMurtrie (Sampson Low; £2 2s. net). In this new edition, the famous volume founded in 1897 by Mr. Fred T. Jane, and now in its thirty-third year of issue, is brought thoroughly up to date, and is more than ever indispensable to all concerned with naval matters. It is hardly necessary to recall that the book gives tabular information about all the fleets of the world, set out in classes and units, with dates of building and launching of each vessel, details of construction and armament, and an immense number of illustrations comprising both photographs and diagrams. In the foreword to the new volume, the editors discuss salient features of the various Navies, draw attention to certain results of the Washington Treaty, and offer an "intelligent forecast," on some points, as to the probable outcome of the present Conference. Regarding new types of ships they write: "The fetish of speed at the expense of protection is being questioned, while the influence of aerial operations against war-ships bids fair to modify radically previous conceptions of its value. . . . First and foremost amongst new designs stands out that of the German *Ersatz Preussen*, quite the most remarkable war-ship produced since the War. . . . a hybrid between a battle-ship and a battle-cruiser, the forerunner of a division of ships which must of necessity have a marked influence on future designs."



Daimler



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The origin of the "Thirty-five" itself was the famous Daimler "Standard Thirty," introduced in 1914, since which date a car of this type and size has always occupied a prominent position in the Daimler range.

The following is a typical report from an owner:

"The 35 h.p. Daimler Landaulette has now completed 20,000 miles, including a ten weeks' tour of France over some very severe roads and the French Alps, through which it was never necessary to drop below third gear. The petrol consumption of the French tour averaged 17 m.p.g., which is very good, taking into consideration the inferior spirit and bad state of the roads, which included 700 miles of heavy snow on the return journey. The car has given me no trouble whatever."



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THE COMPLEXITY OF CLOTHING.

(Continued from Page 302.)

to suppose that the necklace may not have played an equally, if not an even more important, rôle. Each sufficed for the suspension of amulets. And "in any case the girdle developed into the breech-clout, kilt, trousers and skirt, in one direction, and the sword-belt and cuirass, in the other."

Yet, when you come to think of it, even girdle or necklet might have been avoided as superfluous! Piercing, we have seen, could make a charm-holder; the hair had its uses as retainer of "medicines"; and there was always the protective coloration that has no connection with camouflage.

There is a "standard" case of baby-painting mentioned by Montell. "In earlier times the-Tupi used to paint their new-born babies, just like the Coroado on Rio Xipoto, and the practice is still maintained among the Caraya. Tessman mentions that the Tschama paint their children, a few hours after birth, black all over with genipa." This to frighten ghouls and ghosties. And one must recall the importance of red. Montell says of the primitive fisher-peoples of the Peruvian coast: "It is very possible that painting of the body was practised, although on that point we have no evidence, for as such the circumstance that the mummies were painted cannot be accepted. The custom of coating corpses with paint had probably a magical significance, and may conceivably have been practised entirely unconnected with body-painting in the strict sense"; and, later: "I only propose to deal with painting of the living body and not the ancient Peruvian custom of decorating the faces of deceased persons with red paint." Hiler comments: "Elliot Smith attributes the use of red in prehistoric burials and among savage peoples to its connection with the colour of blood, and, reasoning that to primitive man death was usually merely the result of a loss of blood, suggests that the partiality for red in funeral ceremonies arose from a desire to reanimate the corpse by giving back to it this necessary substance, represented in this case by a pigment of a similar colour. In this connection St. Ambrose made a curious mistake when he described what he thought to be the skeletons of the martyrs Gervasius and Probasius, as stained with the blood of martyrdom, 'Hic sanguis clamat coloris indico,' for Salomon Reinach asserts that the worthy

Ambrose struck a prehistoric tomb of red earth, chosen because of the power of this colour in driving away demons."

A pitfall for the historians; and there are legions more for those who study dress and decoration. Both "From Nudity to Raiment" and "Dress and Ornaments in Ancient Peru," which might have been named "Cultures and Ceramics"—the one, as the titles imply, general; and the other, particular—will act as excellent guides to the seekers after truth. They have definite value as erudite and engrossing contributions to the literature of archaeology and ethnology. The work by Gösta Montell has suffered in translation, but that does not materially lessen its appeal, even when it is associated with slipshod "printer's reading."

I am glad to have had opportunity to call attention to them, inadequately enough; and I must record further that each is very fully illustrated and, therefore, the more illuminating. None will repent buying them, or borrowing them from any library "of a nature so mild and benign and proportionate to the human constitution" that its habit is to cheer as well as to circulate!

E. H. G.

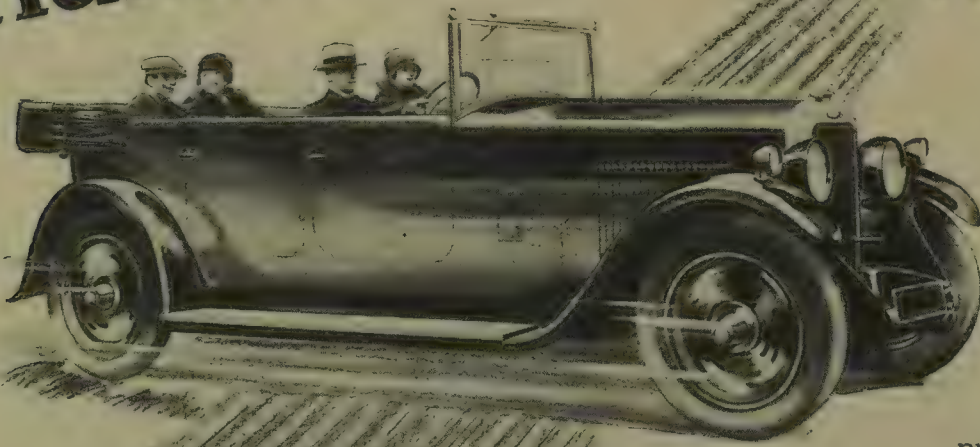
Special interest and value belong to the sixty-fourth annual edition of "Debrett's House of Commons and the Judicial Bench" for 1930, edited by Mr. Arthur G. M. Hesilrige (Dean and Son; 20s. net), for it amounts to an entirely new publication. Since the last edition, of course, we have had not only the General Election to the House of Commons, but also elections to both Houses of Parliament of Northern Ireland. Consequently, there have been many changes and promotions which make this well-known book of reference more than ever indispensable. It is brought up to date by a list of recent bye-elections, while of the General Election itself the full results are given, showing the composition of the present House of Commons and the Labour Ministry. The names of the Members are arranged alphabetically, with a short account of their careers and the seats they hold. Lists are also given of the Members of the Irish Free State Chamber of Deputies and Senate, and of the House of Commons of Northern Ireland. Besides the extensive Parliamentary information, the book covers much other ground, as it contains an abbreviated Peerage and Judicial list (including the

Dominions and Colonies), with lists of Recorders, Magistrates, and Sheriffs. Altogether, the volume amply fulfils its claim to be "a thoroughly revised library book of reference."

The work of the Dockland Settlement is well known to everyone, and it is a charity in which more than one member of our Royal Family are interested, since the patrons include the Duke and Duchess of York and Princess Mary Countess of Harewood. The news, therefore, that a Gala Night is being held on Thursday, March 6, at Covent Garden Opera House, in aid of this splendid work, will interest everyone. Dancing is to be to the strains of Alan Green's Band and Art Gregory's St. Louis Band, while a programme by star artists is promised in the Cabaret. Tickets are only 10s. 6d. each, and include a buffet supper. As practically every stage star one can think of and numerous distinguished society folk are on the long list of patrons, it is obvious that the gathering will be a very brilliant one. Lady Brecknock, Lady Buchan, Lady Juliet Duff, Miss Tallulah Bankhead, Susan Duchess of Somerset, and Lord Howard de Walden are just a few of the "sponsors" for the Gala, and tickets are obtainable at the Opera House and usual agencies.

One of the best and cheapest reference books of its kind is "The South and East African Year Book and Guide," edited by A. Samler Brown and G. Gordon Brown, and published annually for the Union Castle Steamship Co. (Sampson Low; 2s. 6d.; post free, 3s.). The edition for 1930 (its thirty-sixth year) contains several new features, such as a bibliography of over 150 books relating to South and East Africa, including recent works in Afrikaans, plans of African harbours touched at by Union Castle liners, a new map of Kenya and Uganda, a table of rural land values, and a record of political events during the past year. The book contains an immense amount of useful information for business men, immigrants or settlers, sportsmen, tourists, and invalids. The sixty-four pages of coloured maps constitute the finest available atlas of South and East Africa. It is hoped that the publication of so exhaustive a work at so moderate a price may assist "that great migration movement within the British Empire which is so vital a necessity at the present time."

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OLD GLASS.

It is sometimes difficult to think of glass as a metal. The term seems too commonplace for a material that imprisons light itself, and is so readily amenable to manipulation. The immense antiquity of the art of glass-making and its intimate relation to the gradual advance of civilisation are sufficient of themselves to arouse our interest, while the peculiar beauty of the metal itself makes its fascination independent of both time and place.

Most collectors approach glass from one or other of two standpoints. Some buy it for the sake of its form; others because of the decoration that can be applied to it. The first will concentrate upon bowls and wineglasses that owe nothing to art but the cunning fingers and breath of their makers. The second will buy only examples that exhibit the skill of unknown engravers. A Jacobite glass will bear the emblems of a hopeless cause; a Williamite glass will be decorated with a portrait of the King and inscribed: "To the immortal memory."

One can trace the course of social and economic history almost as well in eighteenth-century wineglasses as in architecture or painting. There is first



A FINE EXAMPLE OF IRISH CUT-GLASS.

This beautiful piece of cut-glass (11 inches high) was due to be auctioned at Sotheby's yesterday, February 21. The bowl has a scalloped rim, and is finely worked round the sides with diamonds and vesica cutting.

the heavy baluster-stem wineglass of the first quarter of the century—fine, uncompromising specimens, of great weight and sturdy character. Then comes a refinement in the shape of a "tear" or air bubble just below the bowl. Later—after 1745—glasses are much lighter and more slender. A ruinous Excise Act nearly killed the manufacture; variety and grace had to take the place of weight, for up to this time glasses were sold by the pound and not by the piece! The search for new designs resulted in the air-twist—the single tear beneath the bowl disappears, and in its place are a series of air bubbles drawn out and twisted all round the slender stem. The next step was the twisted spiral of opaque white or coloured glass, not drawn out from the bowl, but made separately. Finally, we find the beautiful examples of cut-glass which were, perhaps, the supreme achievement of the English glass-makers in the last twenty-five years or so of the period.

Continental practice paid more attention to engraving and other forms of decoration than to purity of form. From this point of view they may be said to be inferior to our own productions; but there are plenty of enthusiasts to combat this view. Certainly English lead glass is less brittle, and, consequently, more useful, than anything made elsewhere. This in itself is sufficient to account for its great reputation. None the less, it is absurd to deny the extraordinary accomplishment of Venice, which can justly claim to have spread the art of glass-making throughout Europe. Early Venetian glass is, on the whole, not appreciated as it deserves in this country, largely because so few specimens are to be seen in our public collections; and the same applies to the marvellously engraved and painted Bohemian and German beakers and cups.

The latter suffer from over-decoration. Glass is so beautiful a material that anything but the most perfect taste can mar it. It is no easy task to gild a lily, and not every artisan in a glass-works could resist the temptation to over-adorn an already lovely and scintillating shape.

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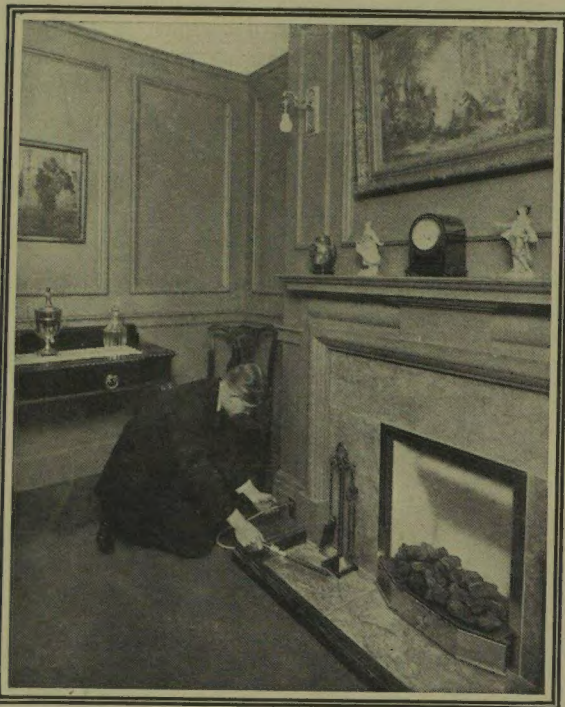
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THE ART OF DINING.

By Jessie J. Williams, M.C.A.

PANCAKE AND FRITTER POSSIBILITIES.

It has been said that in the art of cookery the growth of civilisation can be traced, and certainly much of the history and customs of a country are grouped round its cuisine; and the development of



A GAS POKER-BURNER IN OPERATION: ONE OF THE INCONSPICUOUS PLUG-IN GAS-POINTS PROVIDED BESIDE EACH OF THE 500 FIREPLACES AT CHILTERN COURT.

many old dishes and recipes might give far greater variety to our menus than they do at present. Pancakes, for instance, for Shrove Tuesday! We all eat them for their delicious quality, regardless of their origin; but the possibilities of batter all the year round are not so well understood by the average English cook as they are on the Continent, for

example. There the making and eating of the *crêpe* on the day before Lent begins is an excuse for much informal entertaining and merriment, when the guests cook and eat the fare they have prepared, thus relieving the hostess of all trouble.

Here is a delicious way in which Parisian cooks serve the pancake. Make an ordinary plain batter with eight ounces of flour, two eggs, a little salt, and a pint of milk; and, after going through the usual course of beating the batter and letting it stand, fry some very thin pancakes. Into a small stew-pan put some Tangerine-orange liqueur; add a small lump of butter, two lumps of loaf sugar that have been rubbed on the rind of an orange, and two teaspoonfuls of castor-sugar. Make this mixture very hot, and into it drop the pancakes as they are fried. When quite hot in the syrup take out the pancakes and on each spread a mixture of finely chopped hazelnuts or almonds mixed with a little brown sugar that has been made hot. Fold up quickly and serve.

These also are well worth making. With the yolks of two eggs, one ounce of warmed butter, four ounces of fine flour, and about a quarter of a pint of warmed milk, make a smooth batter, preparing it in the usual way, and add the whisked whites of the eggs the last thing. Have ready some thick, sour cream, or the ordinary clotted Devonshire variety may be used instead. Stir into this some well-washed and dried currants and some grated lemon rind. Spread a little of this lightly on each pancake as it is fried, roll up quickly, and serve.

This variety is rather more quickly made than the ordinary fried ones. Put two ounces of flour into a basin, and add a pinch of salt and two ounces of castor-sugar. Then stir in half a pint of milk and two whisked eggs, and beat well. Stir in two tablespoonfuls of cream and the grated rind of half a lemon. Bake the mixture in several small sandwich-tins for eight to ten minutes. When done, spread each quickly with a little warmed apricot jam, and pile one on top of another on a hot dish.

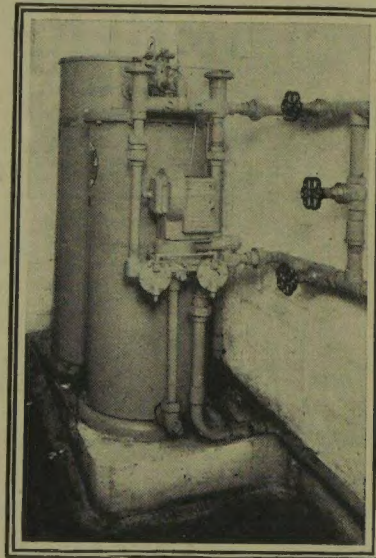
The great point about fritters is their extreme usefulness; vegetable and fish fritters are especially suited to the Lenten season, and many varieties of fruit may be used in this way. A particularly good plain variety is to make a batter with one egg, a tablespoonful of flour, and enough milk to form these into a thick cream. Have ready a saucepan of fat at the right heat for frying, and drop the batter into it, a tablespoonful at a time. Fry until crisp and

delicately browned. When well drained, dust them with grated lemon rind and sugar, and serve quickly.

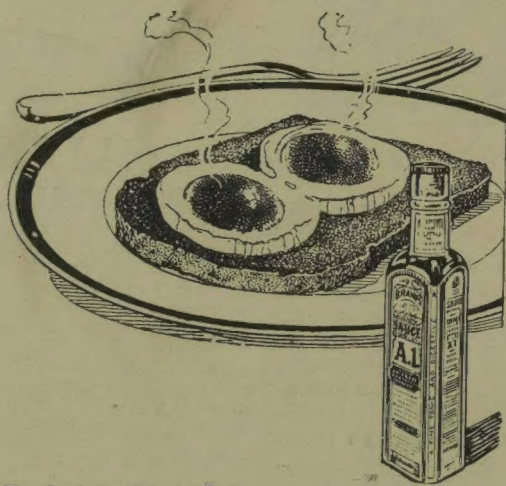
Gas plays so important a part in the equipment of the modern home that cooking of every description is no longer a task, but a pleasure. Especially noticeable is this in the new flats at Chiltern Court, Baker Street, W., where extreme care has been taken in the installation of reliable appliances which have stood the test of time. Throughout the building the private kitchens are equipped with the elevated type of gas-cooker which obviates stooping when inspecting the ovens. Care has been taken in selecting the cookers to ensure that the hot-plate is always on the side nearest the window, so that the cook has the maximum amount of daylight falling on the hot-plate. Numerous gas appliances for different purposes are also fitted into the flat.

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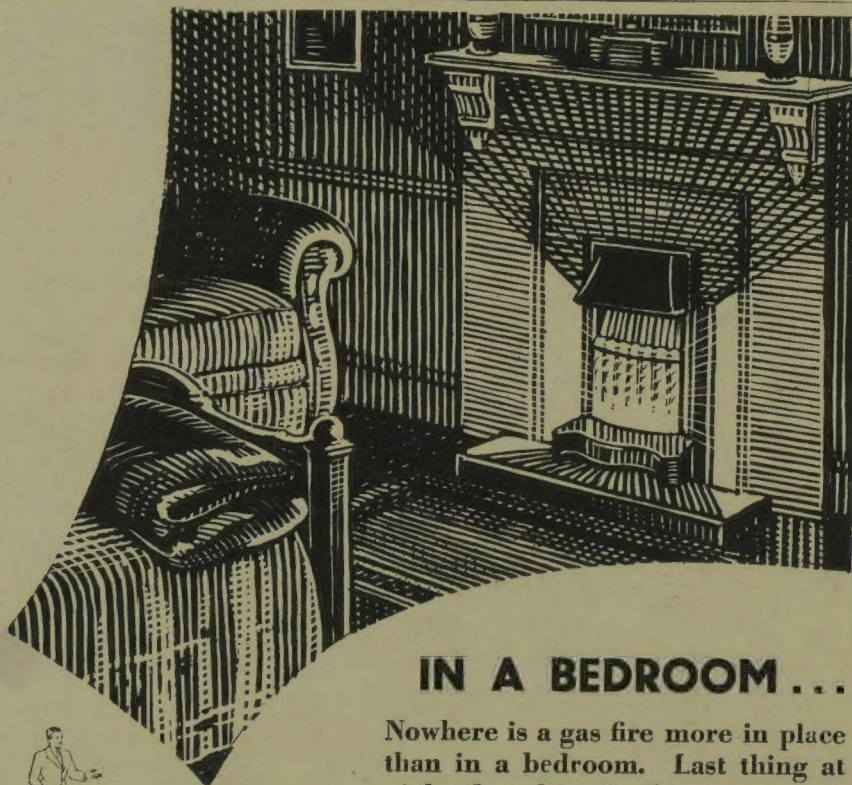
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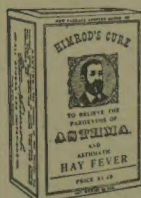
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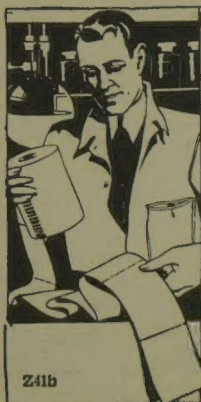
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